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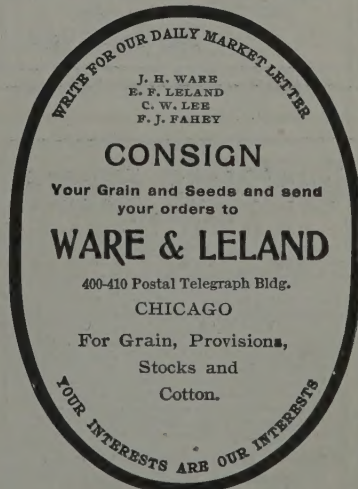
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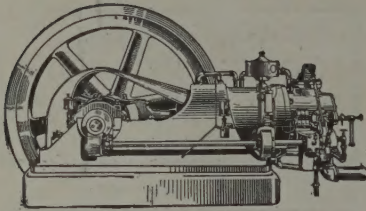
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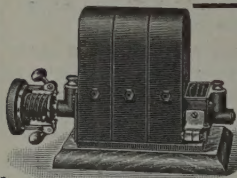
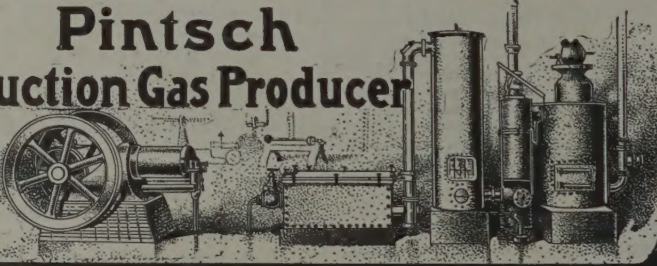
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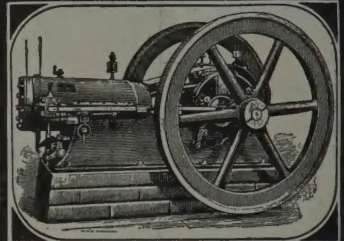
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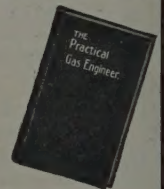


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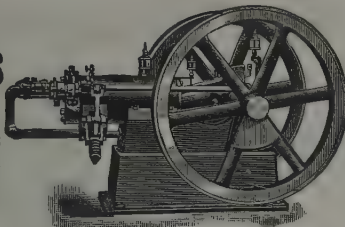


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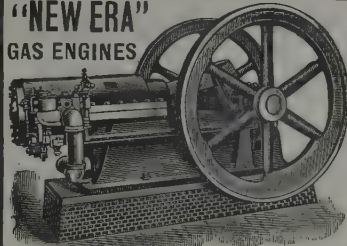
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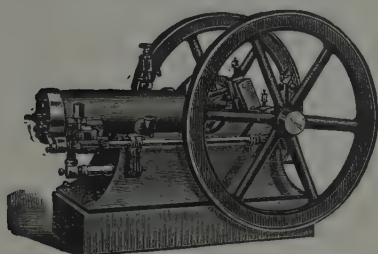


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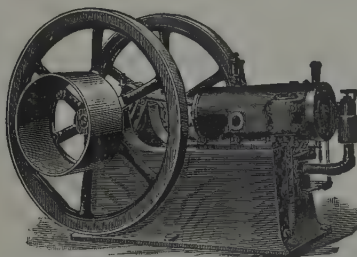
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LEWIS ENGINES—Throttling Governor
THOMPSON ENGINES—Hit and Miss Type
THOMPSON AUTOMATIC—Sizes, 4 H. P. to 250 H. P.
GAS PRODUCERS—Sizes, 50 H. P. to 250 H. P.

Write us for full information.

BELOIT - - WISCONSIN

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

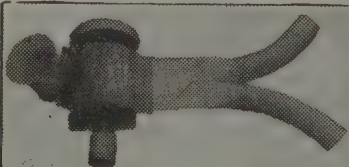
POWER CAR LOADERS FOR ELEVATORS

**IF YOU WANT THE BEST
CAR LOADER**

Write

The Ideal Car Loader Co.
ALLENVILLE, ILL.

You Want The Best
then put in a
**GEM AUTOMATIC
CAR LOADER**



Pat. July 23, 1906

Will not crack or break grain.
Will air dry your grain.
Less horse power.
Loads evenly and fills the car

**The Groves Grain
Loader Co.**

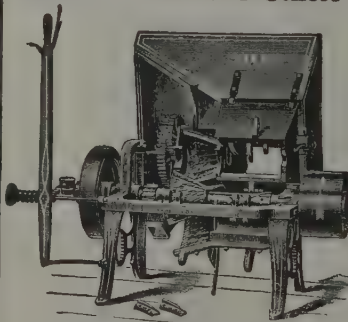
Hartford City, Ind.

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and
Grind all kinds of small grain; *separately or
mixed*. Will grind *Kaffir* Corn in the Head.
Have *Conical Shaped Grinders*. CAN RUN
EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also
make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.



Frankfort, Ind., Aug. 13, 1903.

Maroa Mfg. Co.,
Maroa, Ill.

Gentlemen:—We herewith say that the
three Boss Car Loaders you put in for us
are working fine and we are perfectly satisfied
with them, and only say we are sorry
we did not put them in at our elevators
sooner. Very respectfully,

OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

MAROA MFG. CO., Maroa, Ill.

Daisy Car Loaders Make Satisfied Customers



St. Ansgar, Ia., Sept. 17, '06.

Gentlemen:—The car loader arrived
O. K. We got it set up and loaded out
our first car with it Saturday. It works
fine. We have received no bill of it;
please send us one and we will mail you
draft for loader. LUND & HUME.

We find that a pleased customer is the
best advertisement and we are daily
receiving letters reading much the same
as the above. If in need of a car loader
send for a "DAISY" on 30 days' trial.

WELGE & LILLY
Maroa Illinois

**COMBINED GRAIN CLEANER
and PNEUMATIC CAR LOADER**

will clean
and load
your grain
at the same
time, the con-
veying is
done by com-
pressed air,
cannot pos-
sibly crack
or mill it. The grain is subjected to a heavy pressure of air
every minute you are loading.

Dalton City, Ill., Sept. 18 1906.

MATTOON GRAIN CONVEYOR CO.
Enclosed please find draft for \$125.25, payment in full on combined
Grain Cleaner and Pneumatic Car Loader. We have given your
machine a thorough trial on both corn and oats, and find it—entirely
satisfactory.

It does not crack or mill the grain, and takes out all chaff and
dirt, leaving the grain evenly distributed, and perfectly clean, in the
car. You can enter our order for another machine, which we will in-
struct you later where to ship. Very truly yours, C. A. HIGHT & CO

We warrant the machine to do the work to your satisfaction
For Descriptive Circulars and Prices write

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



Your Profits

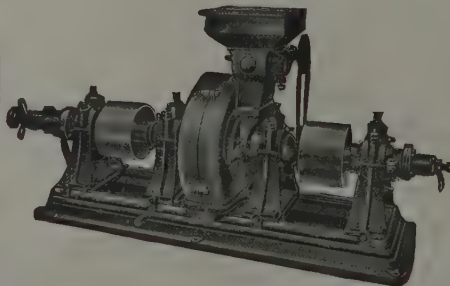
at the end of the year are shown by
the amount of cash you have. You
will find the feed grinding end of
your business very profitable if
you have a

**Monarch
Feed Mill**

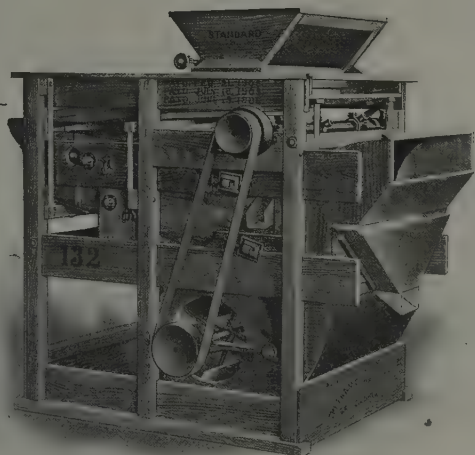
Let us prove it to you by sending
you one on trial.

WRITE US

Sprout, Waldron & Co.
P. O. 260, MUNCY, PA.



The STANDARD Grain and Seed Cleaners



Thoroughly clean all varieties of grain, seeds, beans, peas, etc., with a minimum power.

All **Standard** cleaners have:—a blast regulator; a single drum, which gives a perfect even blast; a vertical air shaft; a brush device for cleaning the screens; and a force feed hopper which gives a positive even feed. These new and improved devices combine to make a perfect machine for cleaning all grain and seeds.

We claim that a machine having a single drum, an even blast, a positive blast regulator, a brush device which brushes each screen three times a minute, a machine which the operator controls in every particular is the **Standard** of all. So confident are we that our machine will save and earn you money that we are willing to ship you one on 30 days trial. Tell us your trouble, stating the kind of grain and seeds you handle.

THE PRAME MFG. CO., Galion, O.

AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

“Ellis Grain Drier”

Macdonald Engineering Co.

Sole Manufacturers

549-553 Monadnock Building, Chicago

HESS GRAIN DRIERS

Prevent Deterioration of Grain
and **SAVE MONEY**

Make Tough Grain Better
and **MAKE MONEY**

Used everywhere by railroads and grain merchants at the largest terminal and export elevators. Used and recommended by the U. S. Department of Agriculture.

The new “Ideal” Hess Drier is a \$500.00 machine for the smaller grain and milling operators. Dries a car or two, daily, of any kind of grain and pays for itself in a few weeks.

INFORMATION FREE
ASK FOR IT

HESS WARMING & VENTILATING CO.

907 TACOMA BUILDING

CHICAGO

Architect and Builder of Modern
Grain Elevators.
Complete Plants of Any Capacity.
Machinery Furnished and Installed by
First Class Millwrights.
Correspondence Solicited.
JOHN F. ROESER, EXETER, NEB.

FRED GROTENRATH
111 W. Water St. Milwaukee, Wis.
Designer & Contractor of
GRAIN ELEVATORS
Plans, Specifications and Estimates furnished on
short notice. Grain Elevator Machinery and Sup-
plies carried in stock ready for immediate delivery.

G. H. BIRCHARD
Architect and Contractor of
GRAIN ELEVATORS
Especially Designed for
Economy of Operation
425 So. 11th Street, LINCOLN, NEB.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profit-
able ride.

TONS to Dollars and Cents

Designed primarily for use of Coal and
Hay Dealers. This book of tables shows at
a glance the cost of any number of pounds
of coal or hay at any price per ton from
\$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It
is especially adapted for retailers. It is
well printed on good paper, and bound in
cloth. It has a marginal index. Size of
book 4½x8½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

THE NEW ERA MAN LIFT



The original and only success-
ful and reliable machine on the
market. The very best money
can buy.

The NEW ERA is the Safe Kind

More of these machines sold
than all other warehouse eleva-
tors combined. *This proves their
worth. Time and Labor Savers.*

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

Barnard & Leas Mfg. Co.

CORN SHELLERS AND CLEANERS

The corn crop is reported to be in good condition and promises to be a record breaker



To handle this crop to best advantage you will need a Victor Corn Sheller and a Cornwall Corn Cleaner.
Both machines are standard and leaders of their class.
For efficiency, capacity, strength and durability they have no equal.
They possess valuable features possessed by no other shellers and cleaners.

Send for latest circular and learn their good points.

MOLINE



ILLINOIS

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS Fairbury, Neb.

T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

P. H. Pelkey

**ELEVATOR
CONTRACTOR**

Full supply of elevator and mill supplies, and scales in stock at

WICHITA, KANSAS
118 S. LAWRENCE AVE.

CORRESPONDENCE SOLICITED

J. A. HORN & CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
LEBANON, IND.

SAM'L OLSON

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OLSON BROS. & CO.

ENGINEERS AND CONTRACTORS.

Grain Elevators and
Power Transmission

160-162 N. Sangamon St., Chicago

Phone Monroe 1614

A. E. HONSTAIN I. S. HONSTAIN
HONSTAIN BROTHERS
Successors to HONSTAIN, BIRD & CO.
Contractors and Builders of
GRAIN ELEVATORS
308 Corn Exchange, MINNEAPOLIS, MINN.
Telephone 9467

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

N. D. HULL, Architect

**MILL AND ELEVATOR DESIGNING AND BUILDING, MILL
EQUIPMENT, ELEVATOR EQUIPMENT**

Write for Plans

ATTICA, INDIANA

Correspondence Solicited

CONCRETE ELEVATORS

LAST FOR ALL TIME

NO INSURANCE
NO FIRES
NO SWEATING
NO DECAY
NO RATS
NO MICE

Costs but little more than a first-class frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD, KANSAS

Barnard & Leas Mfg. Co.

Designers and Builders of
**Elevators in Wood
Steel and Concrete**

Plans and Specifications for
Elevators of all kinds and
Capacities Furnished.
Write for further particulars.

Moline, Illinois

GRAIN ELEVATORS

TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



L. O. HICKOK

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

GRAIN ELEVATOR BUILDERS.

Better have **YOUNGLOVE** build your Elevators than to **WISH** you had.

POWER PLANTS AND EQUIPMENTS
OF ALL DESCRIPTIONS INSTALLED

Write for Propositions.

YOUNGLOVE CONSTRUCTION CO.

MASON CITY, IOWA

Offices: 407-409 Commercial Bank Building
LOCK BOX 478

FRED FRIEDLINE

Architect and Engineer

Grain Elevator Builder
Grain Handling Plants

PRACTICAL WORK.

BEST DESIGN.

Plans and Specifications a Specialty.

Local and Long Distance Telephone Harrison 667

253-261 La Salle St., Chicago, Ill.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

Wm. Graver Tank Works

EAST CHICAGO, IND.

**IF YOU WANT A
GOOD ELEVATOR**

LET

L. BUEGE

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU

**SQUARE BIN
FIRE PROOF ELEVATORS**

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN

518 Corn Exchange
MINNEAPOLIS, MINN

STEEL

Twenty Million

Bushels Capacity
of Our Construction now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION CO.

BUFFALO, - N. Y.

STORAGE

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

GRAIN ELEVATOR BUILDERS.

GRAIN ELEVATOR

Designing and Construction
Made a specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO



BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS--ANY STYLE OR CAPACITY

263-265 LA SALLE ST. - - - CHICAGO, ILL.



Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:
MINNEAPOLIS, MINN.

JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

GRAIN ELEVATOR DEPARTMENT

1811 FISHER BUILDING " CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.

Write or call on any of them

CHICAGO, ILL.

1811 Fisher Bldg.

NEW YORK

130-137 Broadway

PITTSBURGH, PA.

Westinghouse Bldg.

ST. LOUIS, MO.

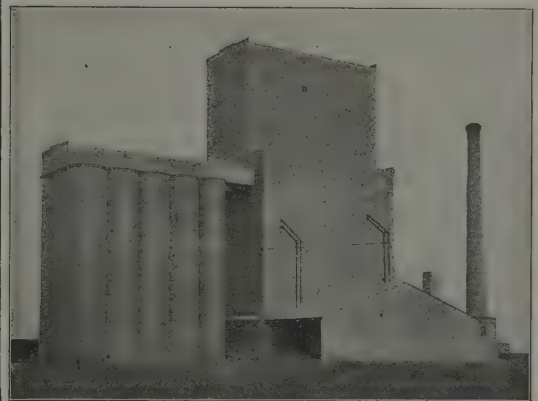
Lincoln Trust Bldg.

NEW ORLEANS, LA.

Hibernia Bank Bldg.

LONDON, ENGLAND

Savoy Hotel



Fire-Proof Steel and Tile Elevator

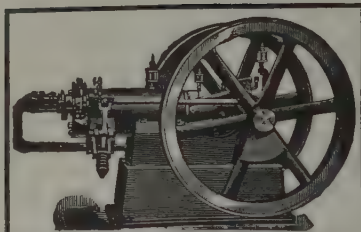
Recently completed for the Lake Shore and Michigan Southern Railway Company at Indiana Harbor, Indiana, by

The Barnett & Record Co.
GENERAL CONTRACTORS

MINNEAPOLIS

MINNESOTA

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF

Elevating, Conveying and Power Transmitting Machinery.

Complete Equipments for Grain Elevators a Specialty.

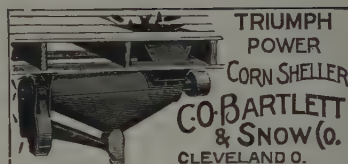
York Foundry and Engine Works

Warehouse: OMAHA, NEBR.
Office and Works: YORK, NEBR.

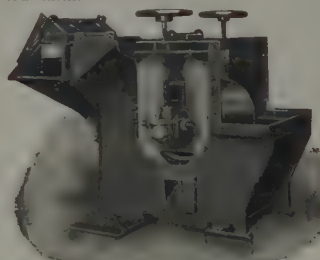
A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



NO ESCAPE! There is no escaping a boot. Either the Boot itself will "choke" or you must "choke" your business to prevent it. That is to say, shut off the feed gate, run the cups half full, spend your whole time watching them do half duty, consuming power, and in constant fear, even then, of a "choke."

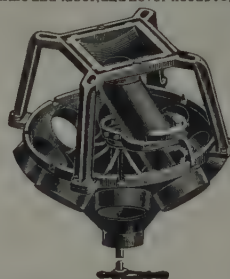


Elevating grain with the ordinary boot is imperfect and unsatisfactory and no operator was ever pleased with it. The **HALL NON-CHOKABLE BOOT** will double the amount elevated, being automatic it requires no attention, consumes less power and will never "choke" with shelled grain. Sent on trial. Send for Catalogue "D." **HALL DISTRIBUTOR CO.,** 222 First National Bank Bldg., Omaha, Neb.

WASTEFUL SPOUTS ARE PROFIT STEALERS

Mixing different kinds of grain is the greatest waste in an elevator.

The Hall Signaling Distributor stops this waste. All Distributors save only this mix grain in distribution. Besides this, it is convenient, saves time and labor, and never needs repairing.



SEND FOR BOOKLET "B."

Hall Distributor Co., 222 1st Nat. Bank Building, OMAHA, NEB.

A CARD LIKE THIS

Would do YOU a great deal of good at a small cost.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

GRAIN ELEVATOR SUPPLIES.

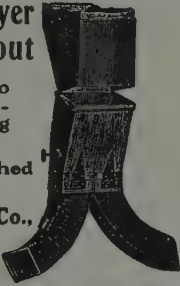
The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

Repairs furnished

The Dickson Co.,

Peoria, Ill.



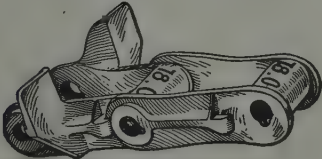
We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

THE A. H. R.
Special Grain Feeder Chain No. 78



The Strongest in the United States for Grain Feeders,

A. H. RICHNER Patentee and Manufacturer
606 South Water St., Crawfordsville, Ind.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 3/4 x 8 1/4 in. Printed in 2 colors. Price 50 cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notches among Feed Mills

We're the people for

Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.

Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS : MINNESOTA

INVESTIGATE

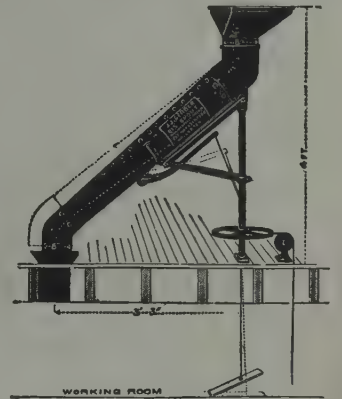
and you will find that the

GERBER IMPROVED DISTRIBUTING SPOUT

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER
MINNEAPOLIS, MINN.



Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

STUDY THIS CUT

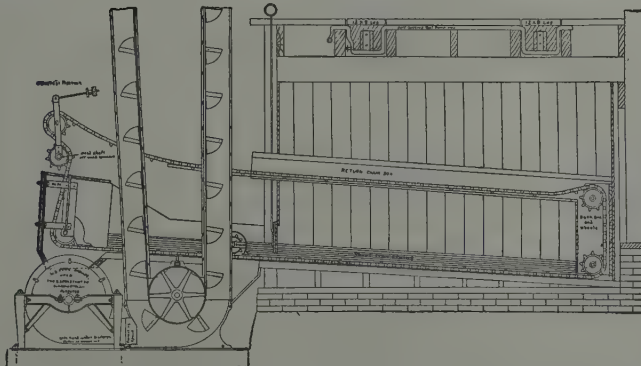
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

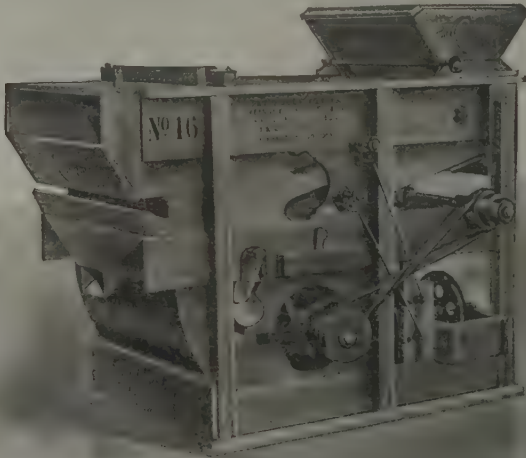
Write before buying elsewhere

B.S.CONSTANT CO., Bloomington, Ill.



BUYERS of CLOVER SEED !

Do you ever receive Clover Seed containing Buckhorn or plantain ? If so, you will be interested in the No. 16 "Clipper" Cleaner. This is the only machine ever made with Traveling Brushes on the screens at such an extremely low price. Its equal for preparing clover seed for market has never been produced. The



No. 16 Cleaner equipped with our Special Air Controller and with the proper screens will remove 97% of the buckhorn and plantain and all of the other foul seeds from your clover. The importance of our Traveling

Brushes and Air Controller cannot be overestimated. Our cleaner equipped with these attachments is a necessity to the dealer who expects to ship seed that will grade as prime.

Write for catalog giving full description.

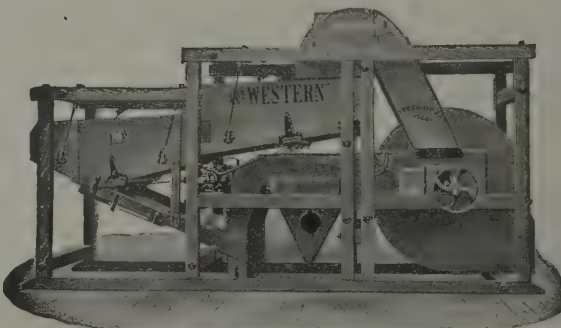
A.T. Ferrell & Co.
Saginaw, W. S., Mich.

"Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

UNION IRON WORKS

DECATUR, ILL.



WE MAKE A SPECIALTY OF

Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :

WRITE FOR CATALOG AND PRICES

Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

Purified Grain

When the work is properly done comes nearer satisfying the demands of the consumer than any other preparation of weather damaged grain.

A Caldwell-Barr Purifying System

Does the work better than has ever been possible. Write us or come and see us, and be convinced.

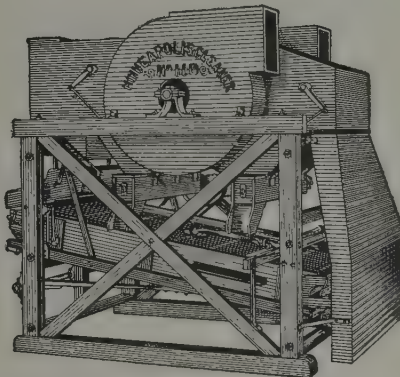
ADDRESS,

Caldwell & Barr, Earl Park, Ind.

Combination Cleaner

Grain or Flax

2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

J. L. OWENS COMPANY

615 Superior St., Minneapolis, Minn.

Grain Scale Book No. 23

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½ x 15½ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9 x 12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,

255 La Salle Street

Chicago, Ill.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

ELEVATORS FOR SALE.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

A No. 1 20,000 capacity elevator in Central Illinois; all up in good shape. Address Vinwell, Box 8, Grain Dealers Journal, Chicago, Ill.

A SNAP. Must sell elevators in Northern Indiana. For particulars address H. R. Stauffer, 707 Andrus Bldg., Minneapolis, Minn.

A BARGAIN, 25,000 bu. elevator with coal business in Indiana. Ship 175 cars per year corn and oats. \$7,500 cash if taken at once. Address Box 47, Fortville, Ind.

FOR SALE. If you want to buy a new Grain Elevator or a Roller Mill near Columbus, Ohio, or would exchange for land in Ohio. Address Asa Little, Xenia, Ohio.

NEW UP-TO-DATE Ohio elevator for sale, handling 150,000 per year good feed trade, also implements. Can handle 1000 tons coal yearly. Address BX 97, Corwin, Ohio.

WESTERN OHIO elevator for sale, capacity 50,000 bushels: doing a large grain, flour and feed business. Address Namret, Box 6, Grain Dealers Journal, Chicago, Ill.

A **FIRST-CLASS** elevator in heart of corn belt in Illinois for sale. Capacity 14,000 bu. Doing a good business. Address Len, Box 8, Grain Dealers Journal, Chicago, Ill.

SEVERAL MODERN elevators for sale, best equipped and best located in Illinois, on Big Four R. R. (P. & E. Division). Address E. S. M., Box 8, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS within 50 miles of Chicago in good corn, oats and hay territory; will handle 600,000 bushels of grain. No competition at either station. Address J. M. Maguire, Campus, Ill.

MODERN 20,000-bushel capacity elevator for sale; 12 horsepower gasoline engine; dump scales. Located in eastern Minnesota, on C. M. & St. Paul Ry. Write R. E. Jones Co., Wabasha, Minn.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD PAYING grain business in Wisconsin for sale, have large trade in ground feed, flour and building material. A money making plant and a good business for a live man. Would sell or rent. Address Wisconsin, Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—One of the best elevator properties in central Ohio. Will handle 300,000 bu. of grain this year. Lumber and coal yard in connection. This property can be bought right if sold before Nov. 1st. If you are interested in a bargain, address Box 426, Marion, Ohio.

ELEVATORS FOR SALE. A paying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

TWO COUNTRY ELEVATORS in Southeastern Nebraska for sale; gasoline power, cleaning machinery and hopper scales. Crops fine—no agitation, one station, coal and lumber. At price will earn a minimum of 20%. Address Nebraska Two, Box 7, Grain Dealers Journal, Chicago.

ELEVATOR, grain, flour, feed, salt and coal business for sale in Northwestern Ohio. No competition, good grain country; 18,000 bushel capacity; 4 stands of elevators; 25 h. p. gas engine; modern machinery. Wheat cleaner, oat clipper, sheller and cleaner; also good feed mill, good building and loading tracks. Address R. E. Davis, Lima, Ohio.

IN ORDER TO close business we offer 10 elevators in a row for sale; comparatively new, first-class condition, no repairs necessary. Territory increasing every year. Some of the houses handle as high as 200,000 bu. without any competition. At bargain counter price. The property will bear fullest investigation. Address H. Box 8, Grain Dealers Journal, Chicago, Ill.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C. R. I & P. and C. M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale in Ohio. At the junction of two roads and located in the best corn and oats section of the state; capacity 60,000 bus.; could be used as transfer house. A good money maker for the right party. A good opportunity to conduct a coal and building material business in connection. This property will be sold reasonable. Address Jim, Box 5, Grain Dealers Journal, Chicago.

GROVER HILL AND ROSELMS ELEVATORS for sale on F. Ft. W. & W. R. R. Northwestern Ohio. 400,000 to 450,000 bu. per year. 500 to 600 cars hay and straw. Best corn crop in sight ever raised in Van Wert and Paulding Counties. Handled 180,000 bu. small grain in August and September this year. A rare bargain. Going out of business. Expect to sell quick. J. W. McMillen & Son, Grover Hill, Ohio.

ELEVATORS FOR SALE.

ILLINOIS CENTRAL ELEVATOR. No. 443. A 22,000 bu. elevator located on the I. C. R. R. in Central Illinois. There are two stands of elevators; 4 shelled grain dumps; 4 ear corn dumps; Victor Sheller and Barnard & Leas cleaner; bins studded, drop siding. Dimensions main building 30x42, brick foundation. Built 1904. U. S. hopper scales; belt transmission of power. Electric motive power: 25 H.P. engine. Frame office 12x26; Fairbanks scales, Bell telephone, chairs, stove. Town has a population of 12,000; 3 banks and 7 churches; schools; American nationality; paved streets; electric light and water works. There are two competitors; station handles 300,000 bu. annually; this plant handles 100,000 bu. There is good black farm land surrounding this territory. Price \$7,000 cash. This plant would go nicely with the below described elevator, as they are only a few miles apart. C. A. Burks & Co., Elevator Brokers, Decatur, Ill.

SPECIAL PRICE FOR TWO WEEKS ON ILLINOIS CENTRAL AND WABASH ELEVATORS. No. 371. A 12,000 bu. elevator on I. C. in Central Illinois, located on own land, 100x240 ft. Outside bins for 18,000 bu. One stand of elevators, bucket 7x14; 2 shelled grain dumps; 2 ear corn dumps; Western sheller and cleaner; Automatic hopper scales; Boss loader; 50 H.P. Atlas Engine; frame engine house attached. Frame office, 16x24, desk, Fairbanks scales, telephone, stove, chairs, etc. TOWN, population 4,000; 2 banks; telephone exchange; telegraph line; 5 churches—Methodist, Presbyterian, Christian, Catholic and Baptist; 2 schools; paved streets, electric light and water works. American nationality. Two competitors—good. Station handles 500,000 bu. per annum, and this plant handles 200,000. Also handles 2,000 tons coal. There is also an elevator and office located on a switch on the Wabash R. R. not very far from this town that was built new a couple of years ago, that will go with this elevator. These two elevators were traded on a land deal some time ago at \$8,000. The party who owns them now has offered to sell the two at \$5,000 on a quick deal. We were offered \$5,000 for the first elevator, however, before this land trade was made. It seems to us that if you could buy the two for \$5,000 that you would be making a good deal, considering the size of the town. Let us hear from you by phone or return mail if you are interested in this proposition, as this price will not hold good after new corn commences to move. C. A. Burks & Co., Elevator Brokers, Decatur, Ill.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

ELEVATORS WANTED.

A LINE of good elevators wanted and if you have one for sale, write Buckeye Brokerage Co., Marion, Ohio.

WANTED to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: For cash or in exchange for good improved farm. Address Pendence, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED to buy, in Illinois or Indiana. Give full particulars in first letter as to amount of business, competition, etc. Address M. M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

IF YOU WANT to lease we have constant inquiries for this class business. Buckeye Brokerage Co., Marion, Ohio.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

WE FIND you a buyer and advertise your property without cost to you if we do not sell it. Buckeye Brokerage Co., Marion, Ohio.

ADDRESS WANTED of C. A. Malden, formerly located at Galva, Iowa. Address Galva, Box 6, Grain Dealers Journal, Chicago, Ill.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2½-in wide by 8¼-in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

MILLS FOR SALE.

A WATER power roller flour mill for sale. For particulars address Lock Box 3, Caroline, Wis.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

75-BARREL steam flour mill for sale in Red River Valley, N. D.; the very best location in the state. Mill now running. \$3,000 cash required. Address 3503 Columbus Ave., Minneapolis, Minn.

CUSTOM ROLLER flour and feed mill, water power well located; 25 acres good land, house, 2 barns, and six out buildings, \$4,000, easy terms. O. L. Palmer, 442 East 12th Ave., Columbus, O.

50-BARREL FLOUR, feed and buckwheat mill for sale, located in Northeastern Ohio; recently remodeled and Oscillator system installed. Good feed, coal and fertilizer business goes with the mill. Hulbert & Crane, North Bristol, Ohio.

FEED MILL BARGAIN: A fine new feed and corn meal mill, Allis-Chalmers machinery, 20 horse power gasoline engine, fine business. Located in good northeastern Iowa town. For sale on account of ill health of owner at only \$2,000. Favorable terms. Iowa Mill & Elevator Brokers, Independence, Ia.

MILL AND ELEVATOR for sale, located in the best grain section in Ohio; town of 1,000 inhabitants. Good schools and churches. 50 barrel Case Mill. 50,000 bu. elevator capacity. This is the best plant and located the best of any in the state of Ohio. Will pay for itself in a few years. Address Mill & Elevator, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 111, Blairstown, Iowa.

POSITION WANTED by young man in grain office. Have had several years experience. Can do general office work. Experienced accountant. Answer P. O. Box 299, St. Joseph, Mo.

SITUATION WANTED as bookkeeper or manager of grain business. Five years experience as manager for firm now handling with grain, coal, lumber and implements. Best of reference. Give me a trial. Sober. Address Oil, Box 7, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN familiar with all clerical departments connected with a grain office, also experienced with the buying and selling of grain with one of the largest houses in the middle west, wants a position. Have had one years experience traveling and six years in office. Address P. O. Box 298, St. Joseph, Mo.

FRED MULLER, former secretary-treasurer New Orleans Board of Trade, just back from Europe, is open for engagement. Sixteen years commercial activity both in Europe and the United States. Accustomed to manage large affairs. Thoroughly familiar with the export business. Finest references. Hustler. Address % New Orleans Cotton Exchange.

HELP WANTED.

GRAIN MAN of good address and education wanted to write on trade subjects and solicit business. State age and experience. Address Taverler, Box 7, Grain Dealers Journal, Chicago, Ill.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Grain Dealers Journal, 255 La Salle St., Chicago

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

GASOLINE ENGINE, 2 H. P., complete, \$60.00. Sterling Engine Co., 29 S. Clinton Str., Chicago, Ill.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

ONE 10 H.P. LAMMERT & MANN gas engine; practically new. Gubbins, 14th and Western, Chicago, Ill.

A 38-HORSE POWER Otto gasoline engine for sale. Latest model. For particulars address The Corno Mills Co., East St. Louis, Ill.

OLDS GASOLINE engine and Whitman press for sale; entire outfit. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

FOR SALE Gasoline Engine, 20 horsepower, second-hand, only run five months, taken out, insufficient power. Hugh Mathews Machine Co., Kansas City, Mo.

GASOLINE ENGINE at a bargain, 12 H. P. Fairbanks-Morse, good as new; latest style; need more power. Price, \$300.00. Wm. Bonslett, West McHenry, Ill.

GAS AND GASOLINE ENGINE, 35 horse, for sale in perfect condition. Used less than 2 years and supplanted by 100 horse gas engine. A BARGAIN. The Elliott & Reid Co., Richmond, Ind.

GAS ENGINE for sale, 75 H. P. double cylinder. As good as new. New cylinders, new valves and all wearing parts made new. Price cheap, inquire of the Jay Grain Co., St. Marys, Ohio.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h.p. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Mo.

The following list of NEW FIELD GASOLINE ENGINES bought at a forced sale and can offer them at the following reduced net cash prices:

2 3 H.P., with water and oil tanks, pipe and fitting, each.....	\$150.00
3 4 H.P., with water and oil tanks, pipe and fitting, each.....	175.00
4 7 H.P., with water and oil tanks, pipe and fitting, each.....	225.00
2 10 H.P., with water and oil tanks, pipe and fitting, each.....	300.00
2 12 H.P., with water and oil tanks, pipe and fitting, each.....	350.00
3 15 H.P., with water and oil tanks, pipe and fitting, each.....	450.00
2 12 H.P. mounted on steel trucks.	400.00

The above engines equipped with battery and dynamo. Write for catalogue.

ALLEN P. ELY & CO.,
1110 DOUGLAS ST., OMAHA, NEB.

ENGINES FOR SALE.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

THE GARDNER one horsepower gasoline engine makes an ideal power for all light purposes. It is very simple and economical in operation and the price is very low. Write for circular. John W. Gardner, 1035 Goodfellow Ave., St. Louis, Mo.

ENGINES AND BOILERS.

FOR SALE CHEAP, 20 horse power engine and boiler, good as new. Address E. D. Bower, Paton, Iowa.

FOR SALE or will trade for larger engine. 1 20 H. P. Automatic engine and 1 20 H. P. Boiler all in good condition. Burrell, 263 LaSalle St., Chicago.

ENGINES FOR SALE, 40 H. P. Atlas, with boiler and trimmings. 4 20 H. P. Gasoline, good as new. Several 20 H. P. Center cranks. Great bargains for cash. G. W. Alcock, Chanute, Kans.

1-35 h. p. Atlas engine.
1-12' by 48" Atlas boiler, 48-3" flues, half arch front.

1-3x2x3 Snow duplex pump.
1-36" 6 groove sheave pulley, 7/8" rope, 2 15/16" bore.

All in good shape.
Remington Grain Co., Remington, Ind.

FOR SALE—30 h. p. boiler and 20 h. p. eng. \$175; 4 h. p. Eng. nearly new \$40; 3 h. p. \$35; 8 h. p. \$45; 6 h. p. \$20; 15 h. p. \$60; 35 to 42 h. p. Automatic Atlas Engine, \$200; 50 h. p. \$250; 12 h. p. boiler \$25; 3 h. p. gasoline engine nearly new \$75; new 6 h. p. \$225; 8 h. p. \$300; 10 h. p. \$375; 12 h. p. \$425; other sizes in proportion. Engine lathes \$100 up. Machinery bought and sold. Write for prices on belting, etc. Bicknell Mfg. & Supply Co., Janesville, Wis.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 7/8 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

MACHINES FOR SALE.

BOSS car loaders for sale. New, cheap. Address Elevator, Yuton, Ill., for prices.

HOWE'S OAT CLIPPER No. 37. Good as new, for sale. The Ady & Crowe Merc. Co., Denver, Colo.

ONE NO. 9 CLIPPER grain cleaning machine for sale; good condition. Mayflower Mills, Fort Wayne, Ind.

ONE NO. 9 CLIPPING fan for sale; in good condition, complete with belting and hangings. Twenty-two riddles for cleaning all kinds of grain and seed. Address Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

MILL MACHINERY for sale: We have converted a flour mill property into an ice plant and therefore have for sale a large amount of mill machinery at a bargain. Send for list. The Mt. Vernon Refrigerating Co., Mt. Vernon, Ohio.

ONE NO. 2 JOLIET dustless cylinder shuck sheller mounted, for sale. Capacity 800 bushels per hour. Only used one season. One mounted Kingsland medium shuck sheller, capacity 600 bushels per hour. Used one season. Prairie Milling Co., Montgomery City, Mo.

MISCELLANEOUS FOR SALE.

NUMBER 3 SHEFFIELD R. R. motor car for sale. Just the thing to run between stations. Cost \$210, \$105 buys it. Perry Frazier, Dubois, Neb.

FOR SALE CHEAP.

1 Barnard & Leas Receiving Separator, capacity 200 bushels per hour.

1 No. 5 Eureka Separator.

1 No. 5 Eureka Oat Clipper.

1 Marseilles, new process dustless warehouse Corn Sheller and Cleaner, capacity 500 bushels per hour.

2 Boss car loaders.

All in good condition.
Worn but little.
Crabbs Reynolds Taylor Company,
Crawfordsville, Ind.

FOR SALE.

1 75 H.P. Steam Engine, A-1 condition \$125.00

1 80 H.P. Steam Boiler, good condition 75.00

1 10 H. P. Steam Engine in good running order..... 35.00

1 No. 1 Invincible Wheat Cleaner.. 45.00

1 No. 1 Monitor Wheat Cleaner... 45.00

3 No. 2 Cyclone Dust Collectors, each..... 10.00

2 rack and pinion Belt Tighteners, 12 in..... 10.00

1 9x4 Double Roller Mill (smooth) 45.00

For further particulars address,
M. J. Travis,
Wichita, Kansas.

SCALES FOR SALE.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED, GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

KAFFIRCORN AND chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

MAMMOTH AND MEDIUM clover and timothy seed wanted.. Inquire of Walter G. Trumpler, Tiffin, Ohio.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

FERRETS FOR SALE.

FERRETS, ALL KINDS, fine working stock, prices reasonable. C. & L. Phelps, Dept. Y, Nova, Ohio.

FERRETS FOR SALE. Perfect workers. 48-page book that tells about these animals that exterminate rats sent for 6 cents. Circular price list free. Samuel Farnsworth, Middletown, Ohio.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE, 1 No. 2½ Western roller cleaner; 1 No. 2½ Western sheller; 170 feet of elevator belt 5 ply, with 7x12 in. buckets attached. Apply to Moberley & Co., Windsor, Ill.

GASOLINE ENGINE 35 H. P., 12 H. P. fire box, boiler and engine and A1 gig saw, all in good running order; also a lot of pulleys, hanger boxes and shafting. Address S. J. Wall, St. Croix Falls, Wisconsin.

GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WE WANT CARS or mixed cars No. 2 grades Kafir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat Screenings, Canes, Buckwheat, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

WANT ANY PART of 10 cars per week; oat clippings and general elevator clippings. Quote prices delivered New Orleans. Bulk. Also want quotations on bulk and sacked; mixed oats, white oats, white, yellow and mixed corn; wheat bran; corn chops, feed meal; corn meal, hay and wheat. Thos. J. Clark, Broker, New Orleans, La.

CLOVER We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.
THE ADAMS SEED CO.,
Successors to N. H. ADAMS & SON, DECORAH, IOWA

CHAMPION BEARDLESS BARLEY WANTED.
Car Lots or Less. Must be Guaranteed Pure.
L. H. Bruns, Box A, Mechanicsburg, O.

POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay frt. Write for prices. Geo. T. King, Richmond, Va.

BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

STRAW WANTED.


FIVE OR TEN cars straight rye straw wanted, one or two for prompt shipment. American Hay & Grain Co., Marietta, Ohio.

HAY WANTED.

NO. 1 TIMOTHY and clover mixed hay wanted. Address W. J. Armstrong Co., Milwaukee, Wisc.

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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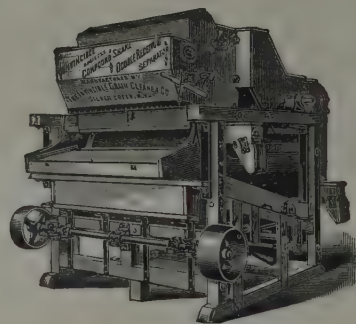


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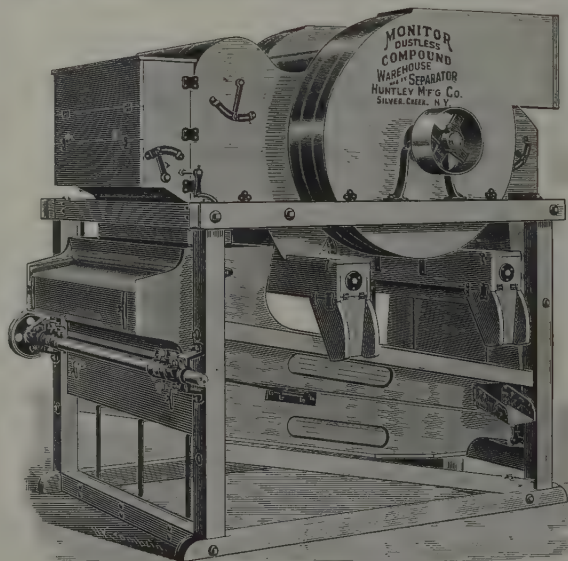
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is the embodiment of the highest possible attainment in Separator construction; this is no idle boast on paper but has been substantiated by the severest tests to which any machine has ever been subjected.

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GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., OCTOBER 25, 1906.

SHIPPERS shud refuse to sign any B/L. Long since the trunk line carriers agreed not to require it, and agents have no authority to do so.

PLACE in your office a black board large enough to post all the markets of interest to the farmers. It will attract the trade to your office.

DEALERS who buy ear corn for early delivery shud take at least eighty-five pounds for a bushel in order to get fifty-five pounds of shelled corn.

TERMINAL markets which do not insist upon prompt inspection of all grain receipts must expect shippers to send their grain elsewhere.

UNDERBILLING and false billing, as is fully stated in "Asked and Answered" in this number, are forbidden by law. The fine is a heavy one. Look out.

BUFFALO has new rules governing the grading of grain, copies of which will be mailed to shippers desiring them, upon application to the Secretary of the Corn Exchange.

SHELLERS which break up corn and cob into fine particles are seldom properly regulated. If it is impossible to obviate this trouble better replace it with a new sheller. Not only does the breaking destroy much grain, but the fine meal and dirt causes much grain to heat and spoil.

FREQUENT and thoro cleaning of your elevator boots will not hurt them, but will reduce the waste of grain and the losses accruing thru rodents, weevils and grain infesting insects.

GRAIN DEALERS whose elevators or cribs are infested by rats, squirrels or mice can gain quick relief from these injurious pests by housing and caring for a pair of ferrets, which seem to delight in destroying rodents.

THE Government's free seed distribution is being condemned by every meeting held by farmers which will come as a violent jar to the country Congressmen who thot the Governments free ship helped to hold the support of the farmers for them. Whenever a government attempts to serve it fails dismally.

DEALERS who carelessly thro bids for grain or market quotations on the sidewalk, floor of postoffice, or leave them lay about their offices for public inspection are often giving their own children parlor matches to play with. In the first case occasionally their business is destroyed and the second their home is burned.

CORN is so valuable this year more will be stolen from dealer's cribs than usual, hence it behooves country elevator men to guard their grain more vigilantly than ever. One of the respectable citizens of Colfax, Ill., who has served that community in various capacities, was arrested last week for stealing corn from a local elevator. Keep watch.

THE cost of operation is what makes for success or failure. Many a good man has gone under because he didn't know this. A railroad company will spend a million dollars to cut down a hill or straighten a track because the reduction in the cost of operation more than pays interest on the money expended. What's the use of putting \$1,000 where it will draw 3% interest when you can put it into your elevator and save \$100 a year in the cost of operation.

MICHIGAN furnishes the latest evidences of the work of the barn builder. Homer Whitney's elevator, at Eden, collapsed last Saturday, mixing a large quantity of wheat, beans and rye so thoroly that—well, the owner is glad it is no worse. No human being was maimed or killed, but a poor mongrel cur, unfamiliar with the dangers to be encountered when passing too near to the product of the barn builder, was caught in the ruins and crushed to a jelly. Willing neighbors deserted the soft cushions in nearby pews and helped to recover the salvage. When the elevator is rebuilt, the owner promises himself that it will be built right and strong enough to withstand any stress, stored grains or beans of many varieties, can subject it to.

SHIPPERS who believe that the only solution of the shortage evil is to install track scales at every shipping station, and then weigh car empty and load it, should investigate the work of track scales where long in use. Despite volumes of rules and regulations, engineers insist upon running rapidly over scale platforms, with the natural result that scale knife blades are soon dulled and the scales put out of commission.

ROCKWELL & COMPANY, who for some time have been engaged in the printing business at Buffalo, are again sending out bids for grain, but they are not members of the Buffalo Corn Exchange; hence shippers who do business with them cannot obtain any assistance from the Exchange should a difference arise. It is always far better to confine dealings to receivers who are members of the organized exchanges when shipping to a central market.

IN DRYING grain it is a very easy matter to over dry it, as no doubt was done in the cars complained of by a shipper in "Letters from Dealers." Ten to fifteen per cent moisture is not too much, in fact corn shud grade No. 2 in any market if it contains no more. Mixers who want off grades for their own use can quickly bring drying into disrepute by roasting a few shipments. In no other way can the shrinkages complained of be produced.

LIBERTY is a glorious thing,—but the man who maintains a fire trap on his premises to the detriment of his neighbors' property is carrying the matter a little too far. How many elevators are there that ought to be torn down—yet stand as a menace to the community, and at the same time make other people pay out good money for insurance on account of "bad exposure." Some day we will take an inventory, and "call in" some of our liberty.

SHIPPERS of many sections where oats were badly stained in the shock, have suffered unusual losses due to shrinkage in cleaning, and no doubt those who have discovered the shrinkage will be more careful in buying the remainder of the crop, should they be so fortunate as to get any more. It is but natural that a buyer should strive to counterbalance his losses due to overhaste at the opening of the season. One Ohio shipper who cleaned 12,912 bus. of oats right after harvest, learned, to his great sorrow, that they shrunk 649 bus., forcing an unexpected loss of \$175.23 onto his firm. The harvesters are always eager to shove in all straws and hulls because farmers pay them so much per bushel for harvesting the grain and, of course, the farmers will not object so long as he can sell chaff and rubbish to careless country buyers as oats.

THE ANNUAL meeting of the Illinois Grain Dealers Ass'n will be held in Chicago Tuesday and Wednesday, June 11 and 12, 1907. All will be expected to bring their ladies.

SHIPPERS, who sell grain for specific delivery, place their business in jeopardy because every one knows that the scarcity of cars is now handicapping many different lines of business and the famine is rapidly becoming worse.

REBATES are not entirely a thing of the past. At least evidence is being presented in different courts of their having been given. The latest to suffer for this violation of law is the New York Central R. R. Co., which has been fined \$108,000, and its traffic manager, who was fined \$6,000. A few more heavy fines and rebates will be even less frequently granted. The Square Deal is nearer realization than ever.

A VERY unusual and unexpected accident occurred at Alton, Ill., recently, as is recited in "Letters from Dealers," to a steel tank which has been filled with wheat since early in August. It serves principally to attract attention to the fact that the lateral stress to which bins and tanks are subjected when grain is being drawn from bottom exceeds that when grain is at rest, a fact unknown to barn builders and often ignored by others.

AN IOWA grain buyer, as is recited in our news columns, has recently been called upon to pay for \$141.66 worth of grain a second time because the tenant who sold the grain neglected to settle with the landlord for rent of ground on which grain was grown. Country elevator men would escape many suits of this character if they would guard more carefully against being imposed upon by the tenants. It would also be well to have a law enacted in every state making it a penal offense for selling anything to which the vendor did not have a clear title.

GRAIN DEALERS who are interested in bringing about improved conditions surrounding the export, as well as the domestic trade, will be interested in the excellent communication of Jno. D. Shanahan, published in "Letters from Dealers" this number, on Grain Standardization, the work for which he was recently called to the Agricultural Department to assist in. Grading by the plan of guess is out of date. The trade needs exact standards and will never be satisfied that the Grain Inspectors are not often guided purely by prejudices until exact methods are adopted for determining the grade, to be used principally upon appeals from first inspection and by Appeals Committee in deciding disputes. Depending solely upon human judgment for grading grain ill becomes the grain trade in this day of exact methods.

ANOTHER friend and aid of the bucket shop has come to grief. U. S. Senator Burton, who accepted a fee from a St. Louis bucket shop for interceding in its behalf with the Post Office Department, is now confined to the penitentiary and will no more be in a position to help these fakery.

PLUGGING a car and consigning it to a commission man with instructions to sell to a buyer, who is not likely to discover the poor grain, is a brazen attempt to force the receiver to become an active participant in a fraudulent transaction. It will not raise shippers in the estimation of the receiver, but will compel him to guard his own interests more carefully than ever when dealing with the plugger, if he were willing to serve him further.

LOADING cars to the roof prevents inspector forming any idea of the grade of contents, hence grain must be sampled and sold subject to reinspection day of unloading. Shippers who thus load their cars must stand for any deterioration occurring prior to unloading. If cars are not loaded so full grain keeps and carries better. Shippers who do not enjoy shortages and poor grading will promote their business interests by leaving ample room for inspector to get into car.

THE REPORT that the Iowa Ass'n. was drafting a Reciprocal Demurrage Bill is not true. So little grain is shipped from one to another point within the state that it is doubtful if a state demurrage bill would bring any relief to the shippers of the state. Most of the shipments in which the grain merchants of that state are interested, are of an inter-state character and it would be a very difficult matter to prove that a carrier's car supply was not equal to its needs unless the shippers of all the states traversed by it were to co-operate in compiling statistics at regular stated intervals regarding the condition of the car supply.

THE NEBRASKA Supreme Court has recently handed down a decision of special interest to elevator operators of that state, but of interest to all wherever they may be doing business. The Supreme Court has declared that grain dealers of the state shall be assessed on the basis of the average capital invested for the preceding year and not on the amount of grain on hand April 1. It seems that the different taxing bodies of the state tried to do both these things which would result in double taxation. A vigilant Assessor, who was guided more by spite than by discretion, assessed \$10,000 worth of grain which was in transit, thus imposing upon the grain firm to an extent that they felt called upon to carry the case to the Supreme Court, with the result that the court held being taxed once was enough.

COUNTRY elevator men who have their houses full of grain and are unable to get cars, will be pleased to know that the one great regulator of prices of farm products in this country, the American Society of Equity, is now meeting in St. Louis and will immediately take steps to advance the prices of all grains. These misguided enthusiasts may lose some money by holding their grain, but rising markets in recent years have so favored their scheme of boosting prices that it may be some time before they receive a hard enough jolt to bring them to their senses. Five hundred farmers might as well try to regulate the supply of sunshine as to control the supply of grain.

A MARKET FORECASTER ARRESTED.

The Daily Market Forecast, of Chicago, and its promoters, who were engaged in advising patrons on how to get rich through speculating in stocks and grain options, have suddenly come to grief, because a patron lost heavily and brought his griefs to the Post Office Inspector.

Considering the number of sharks working this same scheme, the wonder is more are not complained of and sent to the penitentiary by the Government. By holding out alluring promises of great wealth in one or two transactions, these swindlers are able to catch many suckers. If every one caught by a game of this character would promptly complain to the Postal Inspector, they would protect others from being caught in the same trap.

If you have evidence of such swindling transactions and do not care to bother about complaining, send us the literature and a statement of your experience.

GIVE MACHINES ATTENTION.

If your cleaning machines are so loosely joined as to cause them to swing out of plumb when being operated, you can give several days to tightening up nuts and bracing machines to good advantage and your own profit.

Every cleaner should be rigid when in operation. If it is otherwise or jumping around the floor when grain is being run through it, the work is sure to be of a very indifferent character and the expense for power will be more than doubled.

It is truly remarkable how many cleaners are run year after year without any attention being given either to frames, bearings or screens, and the operators who indulge in such carelessness are the ones who complain that it does not pay to clean grain; and we do not believe it does, or could, pay them. Careless indifference to the mechanical equipment of your plant is too expensive to be tolerated. Make profitable use of your machines or return to scoop shovel methods.

WRITTEN ORDERS FOR CARS.

Shippers have always shown an aversion for writing with a natural result that their orders to local station agents for cars and routing of shipments have been given verbally, so that agent has not respected their wishes nearly so often as he would have done had they written their orders.

The Iowa Ass'n, as it pointed out elsewhere in this number, has adopted a most excellent plan of encouraging its members to give written orders for cars always and to keep a carbon copy of order given. This reduces their orders to specific terms and leaves no room for misunderstandings or forgetting by the railroad agent; hence, in case their instructions are ignored, shipper has ample evidence to support his claims for damages.

Some shippers who have found their station agent unable to comply with their written orders, have sent letters of complaint, with copy of order for cars, to the General Freight Agent by registered mail. Such an effort to obtain relief has been found by many to bring quick results.

THE CAR FAMINE.

Judging from the bitter complaints being sent out from all parts of the country, the car famine is becoming worse and worse, if that were possible.

Shippers in the West have their elevators full and are piling grain on the ground outside. All lines leading from Buffalo to New York are refusing to contract grain to be forwarded to the seaboard at current tariff and many shippers who apply for cars are unable to get them even by tipping the freight crews.

At the opening of the season and even before much new corn has started to move, the trade is confronted by a condition worse than at this date any previous year. It is but natural that the American Shippers Ass'n should take on new life and rise up against the common trouble which is threatening to throttle not only the business of the grain shippers of the country, but that of every other line in which transportation forms an important part.

The railroads leading to the seaboard have not half enough grain storage capacity to handle the business of an average season. They need more terminal depots for handling bulk grain and should be required to build them quickly.

At a meeting in Chicago yesterday the American Ry. Ass'n voted to increase the per diem charge which one road must pay for the detention of cars on another road, from 25 cts. to 75 cts. It should have increased the charge to \$1.00 a day and made it possible to use car for shipment in any direction or over any line. Too much rolling stock is now kept in idleness on account of the useless movement of empties.

Something must be done soon to bring

needed relief, as many shippers who are virtually forced out of business are becoming hysterical. Their patience is exhausted and they are ready to grasp at Government Ownership, or any other heresy that will even give them a faint promise of relief.

A FIVE DAYS NOTICE OF CHANGE IN RATE NOT ENOUGH.

Perpetrators of the Midnight Tariff are still selfishly striving to induce the Interstate Commerce Commission to permit a change of rate on a limited amount of grain, upon giving five days notice.

There is no real excuse for making such an exception to the rule in its application to the grain trade, but those pleading for it claim it would enable them to fill boats and assist shippers in escaping the payment of ocean freights on grain which they could not deliver.

It would be a very easy matter for the friends of the Midnight Tariff to secure enough boats at seaports to exceed many times the amount of freight offered. This and the advance purchase of unlimited amounts of grain at country points would give them an excuse to favor again their friends by issuing a Midnight Tariff at a time other shippers were not prepared to take advantage of it.

There is no excuse for making the rates on export grain an exception to the rule. In the past one or two shippers were able to profit by short-time notices of a reduction in rates on export grain, and if the carriers of export grain were again permitted to indulge in rate cutting of this character, it is reasonable to suppose that the shippers who had previous knowledge of their intention would be even more limited.

The trade is in need of steady rates and 30 day notice of a change is small enough. It should be six months. Then shippers who had bought grain on the basis of an established rate might be able to move out what they had purchased before a new rate was put in force.

W. T. REDMON, who was recently suspended from the Kansas City Board of Trade for substituting No. 2 for No. 4 wheat in ten cars, seems to have some friends in that market, who do not consider his fraudulent deception of much consequence. At least there were enough of them to circulate a petition for his reinstatement, but the Board of Directors very wisely decided that, inasmuch as no new evidence had been presented, there were no grounds for reopening the case. If the dealers of the country upon whom he depends for business are alive to their own interests, he will remain suspended from actual business for the rest of his days. To deal lightly with one guilty of deception of this character is only to encourage others to do likewise.

THE MOVE FOR UNIFORM RULES.

Nineteen grain exchanges and two State Inspection Departments have appointed delegates to the Uniform Grade Congress being arranged by the Grain Dealers National Ass'n. It is not clear why any self-respecting organization can refuse to attend the congress and assist in the work of evolving simplicity and uniformity out of the present multiplicity and complexity of rules governing the grading of grain. The trade has long struggled under the burden of rules and customs established by the pioneers who first conceived of the excellent idea of classifying grain.

As long as dealers confined their transactions to one market and there was no trading between dealers of the different markets, there was no necessity of uniformity in anything; but the railroad and telegraph have brought the extremities of the grain trade territory close to one another so that to-day there is great need of uniform rules governing all grain trade transactions as well as the grading of grain.

The Ass'n. has wisely limited its first efforts, to reforming the out of date rules governing the grading of grain, and if the congress succeeds in making any headway toward the much desired goal, the entire trade will be much benefitted. The success of this first effort to secure uniformity, will make easier the securing of uniform rules in other departments of the business, all of which are needed by the trade.

INDEFINITE TERMS.

In "Asked and Answered," this number, is a query from a shipper, who is certain that he sold his grain on the basis of grades his track, while the buyer insists that he purchased grain "Destination Terms."

As a rule shippers are recklessly careless in regard to the exact terms governing the sale of their grain and the wonder is they do not oftener fall into a trap. It is easy enough to decide who is wrong in many of the differences arising from track sales, when you have the statement of only one side as to the terms of sale, but when the statement of the other party as to terms is received, the case is found to hinge wholly upon a misunderstanding as to what was intended.

Here is another track bid phrase which means nothing: "Terminal Weights and Inspection." There are a great many terminals in this country and under the wording of this bid any of them might be applied. If shippers will persist in selling their grain subject to "Destination Terms," then they must expect to be imposed upon occasionally and shud be content to take their losses without protest, as their acceptance of the bid leaves them without recourse. Read carefully terms of bid before accepting.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

EXCESSIVE SHRINKAGE IN DRYING.

Grain Dealers Journal: I had three cars of wheat go thru the drier at Baltimore, all about the same grade. One car lost 35 bus., one 42 bus. and one 108.40 bus. from the elevator weights there. The last must be an error; but, as they refuse to settle it, the lesson is to keep away from Baltimore driers.—S. M. Thorne, Sabina, O.

ASSOCIATIONS SHUD FIX SELLING PRICES.

Grain Dealers Journal: You have frequently discouraged any idea or attempt to control the price of grain, and I am contending that this should be the cornerstone of all associations of grain shippers. The price of grain is what concerns a shipper, and he wants it as uniform as possible, and while I don't see how the price could affect a receiver specially, yet they are known to clamor for low prices.

My position is—that a receiver has no more business being a member of a grain dealers association—composed of shippers, than a farmer has, for the reason—that the price we sell at, as much determines our profits, as the price we buy at. Yours very truly, Ben A. Neal, Millersville, Ill.

CAN GET OFFICIAL WEIGHTS AND GRADES AT CLEVELAND.

Grain Dealers Journal: We note in your publication of Oct. 10th an article regarding the acceptance of private grain inspection certificates; also note that it is making some trouble at Cleveland and Buffalo. In reply will say that both the Union Elevator Co., the Cleveland Grain Co. and E. M. Fulsom are at all times able to give Cleveland Chamber of Commerce official weights and inspection. There is a private inspector here that does some work, but we are satisfied that if country shippers would demand Cleveland official weights they could get them just as well as not. We do not believe that there is much grain shipped east of Cleveland but what carries official papers. Yours respectfully, The Union Elevator Company, by C. G. Clark, Cleveland, O.

STEEL TANK BURSTS.

Grain Dealers Journal: Our steel tank which was 30 ft. in diameter and 55 ft. high, was quite full, containing 33,400 bushels of wheat when it burst. It had been standing full since the first of August. The immediate cause of the accident was occasioned by our attempting to draw out some wheat from it. This seemed to set up an additional strain and the rivets began breaking between the first and second rows of sheets. Once started they ripped right around until the upper part telescoped over the lower sheet, the whole structure thus falling six feet. Many of the lower sheets were crumpled up like paper. The tank tumbled over against our wooden elevator,

which probably prevented it from falling entirely over.

About 5,000 bushels of grain ran out on the street around the bottom of the tank. At the end of the fourth day we had every bushel of wheat removed into our mill and elevator and the loss on the grain did not exceed \$50 outside of the labor entailed. The loss on the tank will be heavy as it will require almost as much labor to rebuild it as it would to erect it new. Yours truly—Sparks Milling Co., Alton, Ill.

GRAIN STANDARDIZATION BY UNITED STATES DEPARTMENT OF AGRICULTURE.

Grain Dealers Journal: The grain trade press and the trade of the country are no doubt more or less interested in, and entitled to a word or two in explanation of, the functions to be performed by the office to which I have recently been appointed in the Bureau of Plant Industry, U. S. Department of Agriculture. This is particularly due to you, because of your generous and unqualified support given to me during my service as Chief Grain Inspector at Buffalo and in my several attempts to better conditions in the matter of the inspection and grading of grain in this country.

The history of the movement for United States Standard grain grades, as well as for National or Government grain inspection—which, by the way, are two widely different propositions—began several years ago, when complaints were made to our foreign consuls of the quality and condition of American grain arriving in foreign ports, upon which the foreign buyers lost heavily.

These shipments were all covered by certificates of inspection marked "official," which at once conveyed to the mind of the receiver the conviction that these certificates were issued by the National Government, or at least sanctioned by it; hence his complaints to our representatives abroad, particularly in view of the fact that our Government was inspecting the meats entering into foreign commerce.

These complaints became more and more frequent and persistent, until finally Congress ordered an investigation by the Department of Agriculture. It was given into the charge of the Bureau of Plant Industry. This investigation brought forth a mass of evidence and information, pro and con, that has duly impressed the authorities of the Department with the seriousness and importance of the question. Realizing that their viewpoint was purely a scientific one and in order to obtain and have the practical view presented and represented, and that the honest interests and requirements of the grain trade and agriculture might be conserved, the Department has enlisted my services to assist in sifting the information and evidence and drawing a sane conclusion therefrom. It has been determined that it is best to go slow in the matter and to consider the many points to the question step by step.

With this end in view there have been established in Baltimore and New Orleans two grain testing laboratories, for the purpose, principally, of testing and determining a few of the principal and simple factors that go to make up the commercial grades of corn, although the work is not by any means to be thus limited. The merchants in the grain trade at these two points (to their credit be it said) have extended to this Department a cordial invitation to establish these laboratories at their markets, and have unhesi-

tatingly promised their unqualified support and cooperation in the work.

A like laboratory is to be established in London, England, and placed in charge of a representative of this Bureau, who from this point will examine, as far as possible, shipments from this country on arrival on the other side. In this way the Department expects, during the coming season, to determine under given conditions what corn is safe for shipment and what is not. If this can be done, a long step in advance will have been taken toward an intelligent grading of corn for export.

As the appropriation for this work is small this year, but two such laboratories could be established at our sea ports, but it is hoped that next year, with the cooperation of the trade, the work can be extended to the larger interior grain centers.

The investigation of the question, up to this time, has resulted in the development of an apparatus for testing the moisture content of grain, which in my judgment is entirely practicable for use in the larger inspection departments. This apparatus is so fitted that one man will be able to handle and ascertain the moisture content of about 75 samples in 7½ hours, and will be part of the equipment of the grain testing laboratories, together with such other apparatus as will be necessary to ascertain the simple and important factors of the existing grades, in order that when these are determined the requirements of the commercial grain grades can be correlated and stated in definite terms, so that so far as possible differences in judgment and disputes may be settled by a mechanical process.

The moisture testing apparatus, I am sure, will alone be of great use to the shipper of corn, as well as to the corn miller. To me these laboratories have a great future, their possibilities being almost unlimited. One such laboratory will be equipped in my office and I will be at all times very glad to furnish analyses of samples sent me by the trade. Such samples should contain at least one quart of grain and should be packed and sent in in air-tight receptacles, preferably in glass fruit jars with rubber gaskets, and addressed "U. S. Department of Agriculture, Grain Standardization, Washington, D. C."—John D. Shanahan, Expert in Charge, Washington, D. C.

THE LEGAL RATE.

Grain Dealers Journal: I have read with interest the article on Page 342 of Grain Dealers Journal for Sept. 25th, entitled, "What Is the Legal Rate?" As I have many such shipments I fully appreciate how complicated such rates are, especially where the C., R. I. & P. has anything to do with it. The fact is, I doubt if it has a Division Freight Agent that is competent authority on rates.

I am personally acquainted with their assistant, F. J. Shubert, the man who gets these rates up. We have brought him Fairfield several times to explain these rates, and it is too amusing to see how this disturbs his dignity, but with all of that he can hardly figure out the same rate twice.

As an illustration of his great ability for completeness, I now have before me his local freight tariff No. 18200-A, between Iowa and Chicago, issued about a year ago. The heading of his last amendment reads, viz.: Amdts. 1, 3, 4, 5, 7, 8, 10, 11, 12 cor., 13, 14, 15 includes all current changes. Now you that enjoy complications check over your

tariff and if you have all those amendments and the original tariff you can probably make out a rate if you have a day to spend in checking over each amendment, and after all of this their rates are constantly in conflict with themselves, and do not comply with the law's requirements. In fact, they wholly ignore "Long Vs. Short Interstate Law."

As for the rate between Hills, Ia., and Woodville, Ill., I differ with all; taking for my foundation C., R. I. & P. G. F. D. No. 10389-B, effective Oct. 14th, 1905. (This may be a later date, but think the tariff prior to this was the same so far as this rate is concerned.) The tariff on grain between stations in Iowa and St. Louis, Mo., Hannibal, Mo., and Quincy, Ill. This tariff makes rate of 10c between Hills, Ia., and Hannibal, Mo. Quincy, Ill., takes the same rate as Hannibal plus 1c, making a 11c rate.

If via Burlington and C., B. & Q. Ry. in Illinois, which would be the most direct route, would be through Woodville. This would make Woodville intermediate with Quincy. Now the only question for the Interstate Commerce Commission to decide would be whether or not the R. R. Co. has to deliver to intermediate points not specifically named in the tariff. This tariff shows routing instructions to be via Burlington, and I think we would have a right to expect the C., B. & Q. to ship grain on the most direct route, which would be through Woodville for Quincy. Yours truly, Geo. D. Henry, Fairfield, Ia.

Protest Against Extortion.

An Iowa shipper of baled straw has filed complaint with the Interstate Commerce Commission that the Rock Island road charged him 14 cts. per cwt. on 24,000 lbs., although he was able to get only 19,230 lbs. in the car. Naturally he alleges the charge is unreasonable and unfair and prays for relief.

The sooner shippers make a concerted, persistent fight against this form of extortion, the sooner will the trade be relieved of it. Not only was the shipper, J. B. Mapen, called upon to pay freight on straw he could not get into the car, but was also asked to pay demurrage for alleged delay in unloading in Chicago, over which he had no control. He very properly charges the railroad with causing like delays in furnishing cars at points of shipment and asked that demurrage charges be made reciprocal or that carriers be required to furnish cars within a reasonable time.

The railroads have employed able legal talent for the purpose of securing the enforcement of the law to their advantage. If shippers sit idly by, they may expect to see the law twisted into an aid for the railroads instead of a check upon discrimination. The more vigorously shippers fight for their rights, the sooner will they get what the law makers intended to give them.

Memberships in the Chicago Board are selling at \$2,350, which is the lowest price in recent years and exactly \$2,000 less than the highest record of a few years ago.

Our valued contemporary, the Grain Dealers Journal, which long ago adopted the reformed spelling of certain words, will not feel so lonesome now that the Administration has climbed into the orthographic band-wagon.—Roller Mill.

The Knocker.

Go, bury the knocker who will not boost,
Deep down, where the land is cheap.
Oh, bury him there where the bull-frog
croaks;
Disturb not his lifeless sleep.

Let no one be sad, nor a tear be shed—
Hark not to the doleful bell!
The knocker is dead, he is dead, is dead—
And gone to the knocker's—well?
Byron Williams in Western Publisher.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest send us their query for free publication here. The experience of your brother dealers is worth consulting.]

STORAGE CALCULATING TABLE?

Grain Dealers Journal: Is there a set of tables of any kind for calculating terms of storage? I want to get one, and would be glad to learn thru the columns of the Journal where such tables may be obtained.—A. F. Partridge, Dominion Elevator Co., Winnipeg, Man.

DO LIGHTNING RODS PROTECT ELEVATORS?

Grain Dealers Journal: Being interested in a number of grain elevators, and being pressed occasionally to equip them with lightning rods, I am anxious to learn the opinions of brother dealers as to the protection afforded buildings by lightning rods.

Personally I have no faith in lightning rods. I regard them as an ornament, pleasing to the eye, but worthless as a lightning protector. Any dealers who can give information based on experience will confer a great favor.—J. C. Hadley, Windfall, Ind.

THE PENALTY FOR UNDERBILLING.

Grain Dealers Journal: Will the Journal please publish what there is in the Hepburn bill law regarding any penalty for underbilling?—Brady Bros., Batson, O.

Ans.: The penalty for false billing is the same now as for several years past, the Hepburn bill retaining intact the section of the old interstate commerce act prescribing the penalty, which follows:

"Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States

of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding \$5,000 or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court."

WHAT INSPECTION GOVERNS?

Grain Dealers Journal: On August 11th, 1906, we sold 15,000 bus. No. 3 white oats at 31c f. o. b. our track, to be shipped to Philadelphia. We shipped the oats out and when we received the returns, buyers had deducted 1c per bushel on two cars on account of grade.

Car Penna. Co. 3785 went thru and graded No. 3 white oats and yet buyers deducted 1c per bushel. We took this matter up with them and they claimed our No. 3 white oats should grade No. 2 white in Philadelphia; or our No. 3 white oats are the same as No. 2 white in Philadelphia.

Since we sold three white oats and they graded No. 3 white where they were inspected and unloaded, we think we are entitled to the price for which they were sold. We want to know if we are in the right or wrong.—Foster & James.

Be Sure You Know the Legal Rate.

It is now generally recognized that the Freight Tariff Schedules issued by the different rail carriers are so complicated as to be unintelligible even to experts in the employ of the Freight Department of the line issuing the tariff. Yet in spite of this very confusing method of advising the public of the Legal Rate, shippers are expected to learn the Legal Rate from the schedules. Should the shipper or the Local Station Agent make a mistake as to the correct rate, it will make no difference.

The Supreme Court and Inter-state Commerce Commission have decided that the rate granted or written in B/L does not govern charge to be made for transportation; hence the published rate alone, or the legal rate, is the only one which can be officially recognized.

Shippers must be alert else soliciting freight agents will quote them lower than the schedule rates solely for the purpose of obtaining shipments without any intention whatever of granting the rate quoted.

The crying need for simpler tariffs is recognized by the carriers as well as the Interstate Commerce Commission and an earnest effort is being made to bring about the adoption of clear, concise schedules which will be easily understood by all. In the meantime shippers will be required to bear the burden of their own errors as well as those of the agent quoting rates. Hence if shipments are made to any new points, it behooves dealers to have rate quoted by the Local Agent confirmed by other officials of the road.

More stringent pure food laws were advocated by the Farmers National Congress at Topeka, Kan.

Chas. McGill, manager of the Ontario Bank at Toronto, Ont., admits having lost \$1,250,000 of the bank's money thru speculations in stocks and wheat.

Keepers of the Pittsburg Bucket Shop who induced bank clerks to steal \$355,000, are now fleeing from the officers of the law; but no doubt will hang up a new shingle in some other town and catch a fresh crop of suckers.

Arbitration and Award.

C. B. HIRTZEL.

It is not generally understood how greatly the law favors the settlement of disputed claims by arbitration, if, indeed, it is generally known that such method exists at all as a mode of legal trial.

The submission of disputed matters in England was frequent under the early common law and Blackstone tells us that "experience having shown the great use of these peaceable and domestic tribunals, especially in settling matters of account, and other mercantile transactions, which are difficult and almost impossible to be adjusted on a trial at law, the legislature has now established the use of them as well in controversies where causes are depending, as in those where no action is brought; enacting by statute of 9 and 10 [year of the reign of] William III. c. 15, "that all merchants and others who desire to end any controversy, suit or quarrel,

... may agree, that their submission of the suit to arbitration or umpirage shall be made a rule of the king's courts of record." (2 Blackstone Bk III, 16 Cooley's 2d ed.)

And in our own country the United States Supreme Court in the case of *Burchell v. Marsh et al*, 58 U. S. Rep. 349, decided in 1858 said: "As a mode of settling disputes it [arbitration] should receive every encouragement from courts of equity. If the award is within the submission, and contains the honest decision of the arbitrators, after a full and fair hearing of the parties, a court of equity should not set it aside for error, either in law or fact. A contrary course would be a substitution of the judgment of the chancellor in place of the judges chosen by the parties, and would make an award the commencement, not the end of litigation."

The judgment of the arbitrators is called the award, and this award will be enforced by the courts, and in some cases set aside. But as said in the case quoted, this will not be done for error, but in order to induce the court to interfere, there must be something more than error of judgment; there must be corruption, or gross mistake either apparent on the face of the award, or to be shown by the evidence; but in case of mistake, it must be made out to the satisfaction of the arbitrator, and that if it had not happened he would have made a different award. (Lord Thurlow in *Knox v. Symonds*, 1 Vesey (Eng.) 389, and quoted in the U. S. case above cited.)

The award then has the conclusiveness of a judgment of a court of justice.

The grievous delays attending a suit in a court, such as the awaiting of term time and the further wait for the calling of the case are avoided, for the time of hearing is fixed by the agreement of submission. Also there being no appeal from an award the very great and often disastrous delay incident to appeals, as the waiting for the decision of the appellate court and the very possible remanding of the case for a second trial, not to mention still further appeals and remandments, the advantages thus secured by adjustment by arbitration are too obvious to require argument. Then the expense is small. If the submission is a common law one the compensation of the arbitrator is fixed by the agreement; if under a statute, a fee is fixed by the statute which usually is something like \$2 or \$3 per day.

Arbitration statutes have been enacted so generally that it may be said there is universal encouragement of this mode of trying disputes. These statutes, how-

ever, do not as a rule abrogate the common law method; it is left optional with the parties to adopt either the common law or the statutory method. (1 Am. & Eng. Ency. of Law 540 2d ed.) An example of these statutory requirements is furnished by the statute of Ohio which provides that,

OHIO'S LAW PROVIDING FOR ARBITRATION.

Sec. 9133. All persons who may have any controversy, except when the possession or title of real estate may come in question, may submit such controversy to the arbitration or umpirage of any person or persons to be mutually agreed upon by the parties, and they may make such submission a rule of any court of record in the state.

Sec. 9134. The parties may enter into and exchange arbitration bonds conditioned for the faithful performance of the award.

Sec. 9135. Bonds to specify time and place of hearing.

Sec. 9136. The benefit of legal process to compel the attendance of witnesses shall be issued by the clerk of the court of common pleas or any justice of the peace for the county in which the arbitration is held.

Sec. 9137. Disobedience of such process shall be contempt of court.

Sec. 9138. Arbitrators and witnesses shall be under oath.

Sec. 9139. The award shall be in writing and signed by the umpire or arbitrators, or a majority, and a copy shall be delivered to each party.

Sec. 9140. If either party neglects or refuses to comply with the award it shall be filed in court with the submission or arbitration board.

Sec. 9141. Judgment shall be entered at the next term, and when for the payment of money, shall issue execution.

Sec. 9142. Party disobeying an award directing the doing of any act or thing other than the payment of money, shall be punished as for contempt either by attachment or execution.

Sec. 9143. The court shall have power to set aside the award for illegality, fraud or corruption.

Sec. 9144. In all cases due execution of the submission or bond shall be proved to the court.

Sec. 9145. Each arbitrator or umpire shall be entitled to receive one dollar per day, and witnesses like fees up in other cases; fees to be included in the award.

Laning's Revised Statutes of Ohio, 1905.

In Illinois the common law method of arbitrating prevails; the present arbitration law relating to suits pending in a court of record. There is also an industrial arbitration statute in this state.

Of the arbitrators a text writer says that they "should be well versed in the law or equity applicable to the case, and

one upon whose honor the parties may depend that he will act impartially as a judge between them, and not as the partisan of either. This is particularly to be attended to when each party appoints an arbitrator; for the arbitrator in such a case is apt to think that it is his duty to advocate the case of the party who appointed him. This is a serious and grievous mistake, and . . . our courts have laid down the rule that each arbitrator should deem himself appointed by both parties jointly." (Preface to Archbold on Arbitration and Award.)

This mode of settlement extends to all matters of a civil character in distinction to criminal proceedings and matters which are illegal. When, however, in criminal cases of a personal character the injured person has a remedy by personal action as well as by indictment he can refer the adjustment to arbitrators. (See 1 Am. & Eng. Ency. of Law 558 2d ed. and cases there cited.)

Arbitration is defined as "the investigation and determination of a matter or matters of difference between contending parties by one or more unofficial persons chosen by the parties and called arbitrators or referees." (1 Am. & Eng. Ency. of Law 647 1st ed.)

And this mode having been so early and continuously favored by the law, how much more often should its expediency be availed of by parties in a time when, as said by Pollock, B. in *Dawson v. Fitzgerald* (1 Law Rep. Ex. Div. 257) it has been shown, not only by decisions, "but by legislation of late years, that the same pious reverence is not felt for litigation in open court that was felt in old times."

Imports and Exports of Beans.

Beans and dried pease amounting to 266,406 bus. were imported during the 8 months prior to Sept. 1; against 246,235 bus. during the 8 months prior to Sept. 1, 1905.

Exports of beans and pease during the 8 months were 254,713 bus. of domestic and 26,345 bus. of foreign origin; compared with 225,140 bus. of domestic and 30,554 bus. of foreign origin, during the corresponding 8 months prior to Sept. 1, 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.



A 50,000-bu. Elevator at Loveland, Colo.

Sales Contracts.

FROM A PAPER BY FRANK F. REED.

Often buyers and sellers are well aware of the futility of incomplete or illegal arrangements, and purposely adopt them. The seller in every instance evidently anticipates that the article which he engages to deliver, will, as the result of future valuations be capable of production at less than the selling price, and leave a consequent profit.

On the other hand, the purchaser, taking into consideration the rules of supply and demand and market possibilities, evidently believes that it is for his interest to arrange on the basis proposed, and that higher prices will follow. Each, however, is not positive, and each is endeavoring to negotiate a transaction under the terms of which the other party will be bound, but he himself will be left free either to adhere to the arrangement or repudiate it. But such transactions are not contracts. They are condemned by law, and inevitably result in litigation.

The ordinary contract of sale is capable of covering all that is necessary within a space of a dozen typewritten lines, but it must be a contract. Its fundamentals must be clear and definite, assented to by all parties, and capable of enforcement by each against the other. Courts have a number of rules of construction applicable to contracts incomplete in detail, and governing and explaining matters uncertain.

The law of the place where made covers contracts as to validity, competency of parties, and form.

The law of the place where the contract is to be performed controls as to any doubt arising about delivery or payment.

The customs of the market where the purchase is made are always read into and become a part of the contract, whether known to the parties or not. A contract entered into upon the Chicago Board of Trade is as much governed and controlled as to its validity and construction by the rules and regulations of that corporation as though such rules and regulations were repeated at length in the contract.

The seller may rescind or revoke the contract for fraud or false statements practiced upon him, inducing sale, and may stop the merchandise while in transit in the carrier's possession, or reclaim it after delivery from the possession of the buyer, or any person taking notice of the fraud.

Generally speaking, the seller of personal property upon refusal of the purchaser to take, may either store the goods, give notice that he has done so, and recover the full contract price; or keep the goods and recover excess of the contract price over and above the market price of the goods at the time and place of delivery; or sell the goods at a fair price and recover from the purchaser the loss. Tender is not necessary if the buyer has clearly indicated his intention not to receive the goods.

A vendee who has entered into a valid written contract for the absolute sale of specific personal property in which the articles are described, the price stated and the date and place of delivery fixed, cannot terminate the contract by simply giving notice that he will not accept the goods; and the vendor may proceed in spite of such notice to deliver or tender the goods and recover the purchase price, or may treat the notification as a breach and recover as damages the difference between the contract and market prices.

A purchaser may, of course, rescind the contract for fraud or for false statements. For failure in warranty, express or im-

plied, the buyer may either tender back the purchase and recover the price paid, or retail the article and sue for the difference between its value if as warranted and its real value.

For failure to deliver, the measure of damages is the difference between the contract price and the market price at the time and place of delivery, or, if resold and not obtainable upon the market, the difference between the purchase and the re-sale prices.

The rule allowing recovery upon the basis of difference between the contract price and the market price is based upon the theory that the buyer can make himself whole by being reimbursed for what it cost in excess of the contract price, to supply himself in the general market with the articles that should have been supplied by his vendor. But cases arise where the application of this rule will not serve to make the vendee whole; and where there is no available market in which the purchaser can supply himself, and the purchaser has resold there is no just indemnification for the default, except the difference between the original price and the price at which resold. This theory gives the injured party the profits which he would otherwise have made, and is supported by both reason and authority.

Wheat Growing Near the Arctic Circle.

The U. S. experiment station at Rampart, Alaska, has the distinction of being the farthest north of all stations. It is but one degree south of the arctic circle.

The experiments are directed primarily to developing varieties of grain that will mature before the winter sets in. These early varieties are produced by selection.

"The seeds are planted and those that mature first are planted next year," says Mrs. T. P. Roder, whose husband has charge of the station, and who arrived last week at Seattle. "Sometimes an early winter destroys our grain in the process of selection and we have to begin over again. The seeds we use are hardy varieties from Russia and Finland.

"Two grains are being grown with much success in our locality, a variety of wheat from Kharkov, Russia, which is planted in the fall, and the Finnish black oat, which is sown in the spring. These crops seldom fail. The inhabitants travel hundreds of miles to obtain the seeds distributed from our station."

A Grain Dealer's Float.

Occasionally every live town has a parade or street fair, which gives the local merchants an opportunity to bring themselves and their businesses before the people in a pleasing and effective manner.

Illustrated herewith is the float of Geo. L. Merritt & Co., of Rossville, Ill., who took advantage of a local street show to advertise the fact that they were extensive dealers in "Illinois Corn and Coal."

The more originality a dealer puts into his advertising float the more benefit he will derive from the advertising because the deeper the impression he will make on the people.

The Pit Dullness.

Some members of the Chicago Board of Trade seem to be greatly perturbed because speculation in grain options is not so active as has been usual at this time of the year.

Co-operating with, or becoming a silent partner to, the bucket shop will in no wise promote or encourage trading. Probably the most potent reason for inactivity in the pits is the fact that people are too busily engaged in other lines of business to indulge in grain speculation. Then, too, speculators have been somewhat discouraged by the advantages given to public warehousemen, who have been large traders in options as well as large dealers in cash grain. When public warehouses are provided which are operated by disinterested parties, all grain speculators will then be on the same footing and the cash as well as the option trade will be helped.

However, the dullness in the pits does not exist in Chicago alone. All grain markets and the stock exchange are complaining of a lack of orders.

The history of the glucose industry is an illustration of the impossibility of raising the price of the product without control of the raw material. The reorganization of the leading company manufacturing glucose was followed recently by plans for the erection of two big competing factories, the promoters of which are assured both of their supply of corn and a market for the glucose.



A Grain Dealer's Float Used in Street Parade.

Crop Reports

Winnipeg, Man.—The estimate of the grain crops of the northwest, with acreage and yield per acre is: wheat 4,495,000 acres, 19.2 bus. per acre, total 86,304,000 bus.; oats 1,838,000 acres, 41.0 bus., total 75,566,000 bus.; barley 546,000 acres, 31.9 bus., total 17,362,800 bus.; flax 55,660 acres, 11.3 bus., total 628,958. Wheat inspected, 13,801 cars, 14,905,000 bus.; in transit, not inspected, 1,725,000 bus.; in store, country points, 16,560,000 bus.; shipped by Great Northern Ry., 100,000 bus.; total 33,380,000 bus.; marketed last year 25,234,000 bus.—Frank Fowler, Secy. Northwest Grain Dealers Ass'n.

Regina, Sask.—The report of the Provincial Department of Agriculture, Sept. 20, estimating the expected crop yield of 1906 is as follows: wheat, area 1,331,869 acres, yield 29,629,500 bus.; oats, area 545,243 acres, yield 22,331,500 bus.; barley, area 41,473 acres, yield 1,046,000 bus.; flax, area 30,582 acres, yield 420,850 bus.; speltz, area 1,506, yield 1,000 bus. The corresponding report for 1905 is: wheat, area 1,330,000 acres, yield 26,107,286 bus.; oats, area 449,936 acres, yield 19,213,055 bus.; barley, area 32,964 acres, yield 893,396 bus.; flax, area 25,315 acres, yield 398,398 bus.; speltz, area 1,282 acres, yield 35,328 bus.—W. R. Mothwell, Comr. of Agrl.

Dietrich, Ill.—B. B. Minor, who operates a warehouse at this station on the I. C. R. R., reports farmers no longer raise wheat, having turned their attention to hay and grass seed. This year they will market an unusual quantity of oats and corn.

Hopedale, Ill.—The yield of corn in Tazewell county is not so good as last year; quality not so good on account of a much greater percentage of dry rot.—Chas. L. Smith.

Belmont, Ia.—Corn picking is beginning now; crop good, averaging 40 bus.—Ag. Iowa Eltr. Co.

Frankfort, Ky.—Sept. was very unfavorable for the preparation of the ground for sowing wheat and oats. Heavy and continuous rains have delayed the cutting of the corn, also injuring its quality, causing it to rot. Tobacco has suffered from excessive moisture and much of it which was housed has been damaged by house burning. The yield of corn over the entire state, compared with last year is very gratifying but some of it will be of inferior quality on account of lack of sunshine. Reports to Oct. 15 indicate that the average of ground and grain for wheat compared with 1905 is only 85 per cent. With favorable weather from now on there is time enough to increase the sowing of the crop materially. The prospect of yield of corn this year is 107, last year 105. The acreage prepared for winter oats is this year 87, rye 80 and barley 95 compared with that of last year, winter oats 87, rye 90 and barley 95. The estimated acreage of millet grown is, this year 92, last year 90, while the estimated percent of yield is, this year 98 and last year 98.—Hubert Vreeland, Comm. of Agriculture.

Jeddo, Mich.—Grain yields in this part of the country are about half a crop. Oats are a fair sample but light, yielding about 30 bus. and hay also light but nice and green.—A. Bigger.

Lansing, Mich.—The final estimated yield of wheat in the state is 12 bus. per acre. The quality is somewhat inferior; in many localities the berry is badly shrunken and the weight per bu. below the standard. The estimated total yield for the state is approximately 12,000,000 bus., which is 7,000,000 less than the estimate for 1905. The estimated total number of bus. of wheat marketed in Aug. and Sept. is 2,200,000. The average date for sowing wheat in the state is Sept. 20. The acreage sown this fall compared with average for past five years is, of wheat 75, of rye 81. The estimated acreage harvested and estimated yield are: rye 393,000 and 5,502,000 bus., barley 71,903 and 1,725,672 bus., oats 1,383,976, corn 1,657,116 and 61,313,292, buckwheat 53,419 and 694,447 bus. The estimated average yield per acre in bus. is: barley 24, oats 29, corn 37 and buckwheat 13. The estimated average yield of beans per acre is, in the central and northern counties 15, in the southern

counties 13 and in the state 14. The estimated acreage harvested is 368,440 and estimated yield 5,158,160 bus.—George A. Prescott, secy. of state.

Plummer, Minn.—Receipts of grain have been very light; wheat crop, very light; flax, fairly good, averaging 10 bus. an acre and good quality; oats good.—A. Alrick, Agt., Prairie Eltr. Co.

McCurry, Mo.—Corn in this vicinity yields average crop of best quality in years. Wheat acreage is above average and looks fairly well though more moisture is needed.—Geo. W. Hawkins.

Sumner, Neb.—All crops good, especially corn and fall wheat. Much rain this fall to put fall wheat in excellent condition.—H. M. Uppide, Agt., Omaha Eltr. Co.

Talmage, Neb.—The winter wheat in this section of the country is in very good condition, the late rains having been just what it needed.—F. B. Wallace, Agt., The Baker-Crowell Grain Co.

Tarnov, Neb.—Shucking of the big corn crop has been interrupted by heavy rains which are likely to cause some damage to the crop, unless followed by freezing weather.—A. Volz, Agt.

Buffalo, N. Y.—This state is one of the foremost in raising buckwheat and though the early part of the season has been very warm and the unseasonable snow of the 10th caught a great part of the grain out, the crop promises to be good.—J. C.

Ishee, N. D.—Threshing done in this section of the country. Farmers are plowing and storing their grain, holding it for better prices so there will be no more grain marketing until ground freezes.—Cecil Taylor, Agt., Cargill Eltr. Co.

Ohio.—Passing thru Ohio last week I saw the nicest corn I have ever seen. Ears well developed, cobs dry, shell it off with your hand. Prospects above an average crop. Husking out in better condition.—A. T. Ward, Buffalo, N. Y.

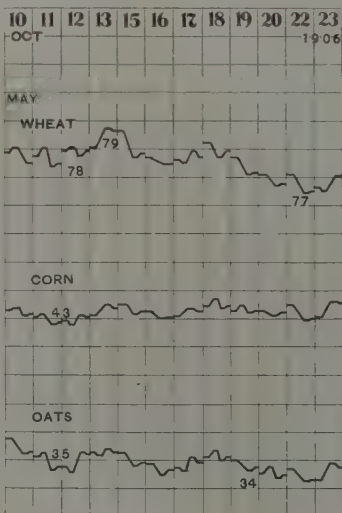
Rosburg, O.—On account of the large size of the ears, corn will be ready to shell with safety no earlier this year than in 1904 or 1905, as the moisture will not leave the grain until the cob is entirely dry.—W. J. Ross.

Hummelstown, Pa.—Our wheat is all green and at present the farmers are all busy with the heavy corn crop.—Jos. Burkholder.

Menno, S. D.—Grain is moving freely. Average yield of wheat 16 bus. Oats 42 bus. The best crop of corn in 30 years.—J. J. Decker.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Oct. 24 are given on the chart herewith.



Menno, S. D.—Wheat yield as high as 20 bus. an acre, averaging about 15 bus. Corn very good. Farmers have sold very little wheat. Wheat and oats have been damaged by rain.—Otto C. Winter, Agt., M. Woinan.

Cortlandt, S. D.—The estimate of the wheat crop for this part of the country has been too high. Wheat is only averaging 10 bus. per acre; durum wheat, 15 bus.; flax, about 11 bus. and barley, 25 bus. All grain is of good quality and free from smut, which has bothered us for a number of years. For sixteen years I have not seen so much barley oats, wild oats, speltz flax, etc., as I have this season.—E. H. Prescott, Agt., Victoria Eltr. Co.

Perpetual Losses Due to Poorly Designed Elevators.

BY MERWIN PALMER.

From my own experience and a careful reading of the notes and comments in the Journal, I have become more and more impressed with the fact that one of the chief causes of failure in profitably conducting a grain business—that is to say, realizing all that should be made out of it in any given locality—is due to defective, incompetent elevator building.

The designs which have been so freely published should serve to stimulate thought among dealers as to what they can do to better their facilities, particularly when erecting the new houses which spring up like mushrooms in every season, and this thought should be followed by the proper action.

It is neither the legitimate function nor the intention of trade papers to usurp the prerogative of elevator builders, and it does not necessarily follow that because a dealer can plan his house from published designs he is warranted in entrusting the execution of such designs to any village carpenter or barn builder.

The proper erection of an elevator involves, besides a thorough knowledge of the "theory of stress," the most complete understanding of efficiencies and economies effected in the design of houses intended for every kind of service.

The requirements of no two dealers are exactly alike, but by "buying the experience" of men who give their whole time and attention to the erection of elevators, the individual shipper may benefit by what has been done for innumerable other shippers.

Profits in the grain business to-day are the result of a fraction of a cent gained or saved in this way or that—in the infinitesimals which turn the scale one way or the other, and which are largely the result of improved methods of handling grain, or the lack of them, according as the dealer is progressive or the reverse. Many seem to think that these differences may be traced largely to the choice of machinery, and so they can, but machinery can accomplish little, unless it is properly housed and the right facilities are provided for handling the grain.

The work of the barn-builder usually becomes conspicuous only when an elevator bursts and its contents are thrown out on the ground. Its most potent evil is not, however, revealed in demonstrations of this kind, but in the enormous losses which dealers with poorly constructed elevators have sustained because of their failure to realize the gains which they might have made had they been possessed of the facilities which their capital would have enabled them to enjoy if wisely invested.

The city ordinance prohibiting all wire brokerage firms from operating in Birmingham, Ala., has been declared invalid by the court.

Twenty-Eight Years at Same Station.

Few grain shippers now engaged in the business have been located at the same station a quarter of a century, but illustrated herewith is the office and elevator of E. T. Woodcock, who has occupied the same plant at Urbana, Ohio, for twenty-eight years. Mr. Woodcock regretfully says he has paid over \$15,000 rent for the house, which is of wood, and located on the Big Four Railroad. Despite his white hair he continues to push the business,

age and from loss and expense of piling and repiling. All the machinery for the new elevators will be admitted duty free, and the concession also carries with it freedom from taxation, both National and Provincial.

Chicago Board is Looking for a Tonic.

Trouble is general, not local. All boards are praying for a change. Locate the cause, then seek the remedy. Bucket-shops are a cancer. They can be removed by

Hints on Gas Engine Igniter Troubles.

The essential to a good spark is that a good contact shall be made before the contact points are forced apart.

In practically all make and break igniters the movable electrode passes through an iron or a bronze bushing and the current must pass from this bushing to the axis of this electrode before reaching the contact points, says *Gas Power*.

Under certain conditions the contact between the outer stem and its bearing, i. e., with the metal of the engine, may be so poor that only a very small current could flow; so that on breaking the contact the spark is too feeble to light the gas.

Oftentimes when this condition exists it can be seen by shielding the igniter mechanism from the light—if the contact between igniter stem and bearing is very poor small sparks may often be noticed around the igniter parts outside of the cylinder.

The cause of this trouble may be due to the presence of too much oil on the igniter bearing; it is, however, more often due to wear and a poor fit between the stem and its bearings; for where the bearing is poor the gases and burnt oil flow through by reason of the high temperature which the stem reaches after a few minutes running; the oil and soot bakes on it forming with the "fire rust" a coating that is an extremely poor conductor.

Add to the resistance thus offered—that due to the accumulation of fresh or of burnt oil on the contact points proper, inside the cylinder an amount of resistance is easily reached which prevents the passage of enough current to give a satisfactory spark.

Nearly all make and break igniters on commercial engines are defective in design in that they permit of this condition occurring.

The igniter stem bearing is one of, if not the most important bearing on an engine.

It should work freely—be as near free from leakage and free from friction as possible.

It should always be kept well oiled.

All of which conditions are practically impossible with a simple straight bearing or a valve-head bearing at the inside of the cylinder.



E. T. Woodcock's Grain Office at Urbana, O.

and operates elevators at Dallas Crossing and King's Creek as well.

The Urbana elevator has a capacity of 25,000 bus., with crib room for 4,000 bus. more. Power is furnished by a 15 h. p. gasoline engine, natural gas being used for fuel. The plant is equipped with a wagon scale, a dormant hopper and a platform scale. Mr. Woodcock dealing in grass seeds as well as grain. The dump for ear corn and small grain is provided with an old time disc feeder, which does its work very satisfactorily. A long drag to the crib obviates the necessity of any shoveling in receiving ear corn or oats. A Buckeye Fanning Mill, a Monarch Separator and a No. 4 Western Sheller and Cleaner complete the mechanical equipment.

Argentina to Have Elevators.

Special concessions have been granted by the Argentine Government under which a large number of modern grain elevators are to be erected in the grain growing section of the country and a terminal elevator at a port.

Arnold J. Alexander and J. R. Davies are the concessionaires but it is understood that sanction of the government has been given to the transfer of privileges to a company registered in London with a capital of £500,000. Ezequiel Ramos Mexia, former minister of agriculture, is to be pres. of the local board at Buenos Aires.

Argentina's crops have hitherto been handled in bags and producers are said to have suffered enormously from dam-

national legislation. They thrive more upon stock quotations than grain. General public has been indifferent to stocks since the life insurance exposures. They look like a bunco game. Grain markets are different, but are not attractive—why? There is no water in them. Better advertising would help. Could a convention of delegates from the different boards locate the trouble?—C. A. King & Co.



E. T. Woodcock's Elevator at Urbana, O.

FALL MEETING OF OHIO GRAIN DEALERS ASS'N

The fall meeting of the Ohio Grain Dealers Ass'n was called to order in the Chittenden Hotel, Columbus at 10:45 a. m. Friday, Oct. 12, by President Fred Mayer, who said,

THE PRESIDENT'S ADDRESS.

This surely is a Jubilee Meeting and I assure you that I am gratified to see so many dealers present, and especially am I pleased to note the presence of the President of the Millers Federation, the President of the Grain Dealers National Ass'n., the President of the Grain Dealers Co., and even a man who looks like President Roosevelt.

I thank you for favoring us with such a large attendance and assure you that I will try to make it so interesting for you here that you will never regret having come.

If the smiles on your faces is a criterion, you surely have enjoyed a good business so far on this crop, and I trust that the movement of new corn will not cause those smiles to come off.

I will not take up your time with a lot of talk about the Toledo ice cases, the coming election, or why Brother Grimes doesn't grow any older, because we have come down here to talk about our business—your business, really, more than mine, and I want every one present to say something during the meeting, if it is only to say "Mr. President."

You are here to get information that will help you in your business. You are here to learn all you can, and you may also be here to file a complaint about some matter that doesn't suit you. If the latter, I want you to bring it up.

Ohio has raised the largest corn crop on record, and you will handle it. When will you begin to buy? Which will be your best market? What about getting cars?

These are matters you want to know about, so after hearing our Secretary's report and disposing of other business matters I shall be pleased to have you take up corn, one of our principal products, and the grain that every shipper loves to handle.

Secy. J. W. McCord congratulated the dealers on the legislation obtained from the last Legislature and told of the two cases pending before the Railroad Com'n involving car service and switching charges.

The individual members of the state ass'n are loyally supporting the organization to a man, but the local ass'ns seem to have lost out.

Darke and Preble counties have reorganized and there is some prospect that the Miami Valley Ass'n will be reorganized.

Corn is the grain uppermost in your minds. I believe you shud devote the entire time to the problems of handling the new corn crop which you must meet.

Pres. Mayer: A year and a half ago the National Ass'n looked as tho it were to pass over Niagara Falls, but it did not and has gained strength daily since then. I am glad to tell you that its President H. L. Goemann is here and will talk to you on Bs/L.

Mr. Goemann: The railroad officials have discussed this matter of Bs/L at every meeting they have held during recent months and the bankers are seeking more safeguards. One Baltimore banker recently lost \$80,000 by advancing on spent Bs/L. We have issued a letter on Bs/L [see "Letters from Dealers" column of the Grain Dealers Journal for Oct. 10] and are striving to induce shippers to accept only properly prepared Bs/L. If you are careless in this matter the bankers will refuse to handle the paper. Carelessness in this matter is sure to breed an ever increasing amount of grief. The matter is held in abeyance at present

awaiting the action of a conference to be held between comites from the American Shippers and the American Bankers Ass'ns.

The railroads have agreed to waive the signing of the B/L by shipper. If any agent insists upon your signing the shipper shud immediately take up the matter with the division freight agent.

Shippers shud insist upon the rate of



Pres. Fred Mayer, Toledo, O.

freight being inserted in the B/L. See that it is the rate printed in the tariff published, otherwise the railroad can not grant the rate quoted. The fact that the agent inserts the rate does not make it legal. In some cases where no rate is quoted the railroads are charging sixth class rates. Do not take the agent's word for it; make him show you the printed schedule.

E. A. Grubbs: We wired the Division Frt. Agt. of the Penn R. R. for a rate on grain to an interior point and he quoted a rate of 7½ cts, but we were charged 12 cts and the company refused to protect us, saying the first rate was in error and the law prohibits any but the legal rate being charged.

E. W. Seeds: It is incumbent upon us to get our papers in proper shape before taking them to the bank to borrow money. If buyers will refuse absolutely to accept Bs/L or to honor drafts when not properly made out shippers will soon be educated to doing it right.

Secy McCord: We have an excellent comite on Bs/L which is working in conjunction with other organizations to safeguard our own and the interests of others. You shud avoid signing any of the Bs/L.

W. H. Persinger: We rote to the Div. Frt. Agt. and were given a rate, but the buyer of the shipment paid \$35 more than the rate quoted. There was no printed rate. During the dispute demurrage accrued. I wish to ask Mr. Grimes if we can get back the demurrage paid and the excess freight.

Mr. Grimes: I have known of many like cases where the demurrage was refunded.

Grant McMorran: It seems to me that shippers at points having two roads are very likely to be imposed upon by freight agents who are over eager to obtain business and will not hesitate to make an error if it will help them to get the business. It behooves us to look out. As I understand it we can depend upon nothing but the printed rate.

A. E. Clutter: If shippers will keep their schedules as issued they can determine the rate as easily as the railroad agent and will not lose by his errors.

A. B. Beverstock: I wish to call attention to the risk assumed by shipping to a prepaid station. The buyer gets the grain without B/L and without paying draft. The only way for a shipper to protect himself is to ship grain to himself, send invoice to the buyer and notify him that he can get the B/L by paying the draft. We recently shipped a car of grain to a West Virginia point billed to our order. He got the grain and went to the mountains without getting the B/L or paying the draft and I am informed that we are helpless.

W. H. Pursinger: We had an experience at Fairmont, W. Va., in which buyer obtained car on strength of our invoice and refused to pay draft until we reduced weight 100 bus., he claiming a shortage. Lawyers there and in Ohio advise us that we must write across face of our invoice, "Title in property to remain in us until draft is paid."

Secy McCord read a letter of regret from Jno. B. Daish and the following complaint from an Ohio shipper:

PRESCRIPTION NEEDED FOR SENSIBLE BUYING.

J. W. McCord, Secy. Ohio Grain Dealers Ass'n.

Dear Sir: Referring to call for meeting next Friday will say expect to be there if nothing prevents. If you know of a prescription that will make dealers buy grain in a sensible manner, both in respect to price and grade, lay in a good stock for the meeting and see that everybody gets a large dose (myself not excluded). I think for downright D— foolishness the dealers in this section deserve a leather medicine and it is high time we were doing more to protect ourselves by buying the grain that belongs to our several points, with a reasonable profit in view, rather than trying to buy all the stuff far and near with no margin at all, like it has been done up here all season.

If it had not been for the bullish position of the cat market this season, every dealer hereabouts would be holding the sack good and proper. It wont do for one dealer to try to live up to the Golden Rule, while his neighbors try to do everybody, farmer and competitor alike.

In his immediate vicinity we have been pestered by that "perennial" and "Infernal" scooper Mr. Blank. He is going about now "seeking whom he may devour," by offering or rather pretending to offer 40c per bu. for corn, his object evidently being to prevent farmers from contracting to anyone else until corn is fit to sell. His object is perfectly proper, but the means of obtaining it questionable.

Now, laying all jokes aside, can't we get up a discussion along this line that will do us some good. No doubt some who are prominent in Association work and others who have so far lacked judgment as to tell their customers all they know, and some things they don't know, regarding trade and Association matters, feel that they have to buck up occasionally to square themselves, but if all use discretion, there is no reason why we can't lay up a little as we go along, instead of spending all we have in a few years and then stepping aside to let some other fool spend his money, getting nothing in return but a lot of work and worry, and a chance to lie in the Potter's Field, when his earthly career is ended.

Adjourned to 1:30 p. m.

Afternoon Session.

Pres. Mayer called the afternoon session to order at 2:15 and asked Mr. Cunningham to tell the members regarding wheat.

A. A. Cunningham said that most of the dealers had examined the wheat when taking it in, but had failed to reexamine it until his attention was called to his wheat heating. Investigation in many cases has shown that the weevil has done much damage.

E. H. Culver spoke of the destructive work of the black and the red weevil and suggested the use of bisulfide of carbon and blowing the grain thereafter. He said, Weevil has done far more damage to rye this year than any other grain. Some shipments have been cut to pieces. Freezing weather will check their work.

E. A. Grubbs: Our farmers bins are full of weevil and I believe half of the elevators contain weevil. I have known of elevator men who insisted their grain contained no weevil, but after screening several bins they wud admit they had them.

E. H. Culver: If shippers will line their cars with heavy paper their shortages will be minimized. The old cars spring under the stress of the heavy loads and permit the grain to leak out, but when relieved of its load car springs back, the cracks close and can not be found.

E. A. Grubbs: Last Tuesday the dealers of Darke and Preble counties met and agreed to handle no new corn until Nov. 10. None are buying for earlier delivery and when pushed to buy they will not pay over 40 cts per hundred. They will meet again on the 23d.

Grant McMorran: The dealers of Miami Valley in attendance here met in the lobby to-day. All are afraid of new corn and will not handle it until Nov. 10 if they can help it.

A. Frick: The corn millers must have new white corn before Nov. 10 in order to care for their orders and will buy what they need.

Mr. Pursinger: I wud like Mr. Grimes to tell his neighbor about buying new corn. [Laughter.]

H. S. Grimes: Mr. Frick is manager and vice-president of the Portsmouth Cereal Co., of which I have the honor of being Pres. The corn mills need corn, but it will not take much to fill up Mr. Frick as he uses only a maximum of 2,500 bus. a day.

However, I believe their loss due to shrinkage will more than offset any gain due to their haste. Both millers and dealers will profit by waiting until corn is drier.

The wind and low temperature of the last few days materially reduced the moisture and I believe that when the dealers of Darke and Preble counties meet Oct. 23 they will change their minds about waiting until Nov. 10 to take in new corn.

E. W. Seeds outlined the agitation for laws protecting shippers from the many abuses heaped upon them by the rail carriers and the enactment of Ohio's law providing for a Railroad Com'n. He closed by introducing the members of the new State Railroad Com'n—Chairman J. C. Morris, O. P. Gothlin, Judge O. P. Hughes and Secy Howard Manning.

O. P. Gothlin: We had a conference with railroad officials recently regarding the car situation. They seem to fear that they will leave a greater car famine this year than ever. Export shipments are in excess of cargo room and the terminal facilities at Atlantic seaports are so far below the needs that loaded cars are sure to be long delayed at junction and terminal points.

The Com'n is anxious to perform its full duty and we assure you any failure on our part will be due to inability not to lack of good intention.

Each of the other commissioners and the Sec'y addressed the dealers and expressed a desire to promote the interests of all.

James Alfred Foord of the State Agri. Experiment Station and the Dept. of Agronomy assured the dealers of the desire of the college to cooperate with the grain dealers of the state in inducing the farmers to improve their seed grain and methods of cultivation.

C. K. Patterson: We have a large crop of good corn.

C. E. Groce: Our corn is very uneven. Some is dry, some damp. We find some mouldy corn in the shocks. I doubt if we can with safety handle any new corn before Nov. 1.

L. L. Cass: We have a large crop of good corn. I have shipped seven cars of ear corn. The first two I shipped in stock cars. We have shelled some recently and find that it takes a little less than 75 lbs. to make a bushel of shelled corn. We pay 45 cts. a hundred. I operate three stations, but buy corn now at only one, where competition has forced it.

M. W. Miller: Our corn is of fair quality, but I doubt if any will handle new corn before Nov. 1. I think all better handle it rather gingerly, lest they get burned, as in years gone by.

J. W. Channel: We have lots of corn, but will handle none until Nov. Those who do will get burned.

W. Jones: Our corn is not near so good as I had thot. I know, because I have been in the fields for ten days. If dealers will bid low when pushed for an offer we will encourage farmers to wait. We will not have any more corn than last year. I had my first experience with hot corn last year. It cost me \$1,500 in one week. That is enuf to last me for a while. I will not handle any new corn before Nov. 10 unless conditions change.

C. G. Campbell: Three-quarters of the

new corn has been cut too green and we have a lot of soft corn to look out for.

E. H. Culver: Be sure to clean your corn perfectly before shipping it. Blow out the fine stuff after it has run thru your corn cleaner. Leave none of it and less of your corn will heat in transit.

E. W. Seeds: Handle new corn when you can do so with safety, not because your competitor does. You can never succeed in the grain business until you can sit complacently in your office and let all the grain go to your competitors which can not be bot at a profit. You will do him more harm by letting him have the grain at a loss than in any other way.

Do not load new corn with a blower, because it breaks so much corn that each load heats in the ends.

Prof. Foord: We are planning to run seed corn specials thru the corn sections of Ohio, and have established a short course in agriculture. We need your cooperation and trust you will give it.

J. P. McAlister: One of the great dangers is from corn loaded with a blower. The meal due to breakage causes it to heat in transit.

W. Jones: I have one blower which loads corn without breakage, but I have to push the grain back from the doors. It makes no meal and the grain does not heat. I cut the blowers out and have no more trouble.

E. A. Grubbs: Few elevators have not enuf of a fall to load 600 to 700 bus. of corn. Let this run in and then put on your blower. You will not have to shovel it and will have little if any broken grain or meal.

L. L. Cass: I do not believe the blowers are to blame for all this hot corn. It is in their misuse rather than use. I used to pack corn into cans by letting it fall 50 feet from the top of my elevator head and it wud heat nearly every time. Do



Secretary J. W. McCord, Columbus, O.

not break your corn in loading, do not pack it in and you will have less trouble.

A. E. Clutter: I think the atmosphere on day of loading is a potent factor in the keeping quality of corn.

J. E. Wells: We have no loaders, but we had hot corn just the same. Our corn is better than last year, but it is very uneven, and we shall place a man in the dump to sort out the soft ears.

T. B. Marshall: I doubt if loaders do any harm. I believe the condition of the corn has more to do with its spoiling than the loaders.

C. Cummings: I have had experience with loaders and am convinced they are not to blame for new corn's heating. I credit the dirt and condition of the corn with causing the trouble. I investigated one corn cleaner which turned corn out so dirty it always heated. After changing the screens we had no further trouble.

C. B. Jenkins: We had the best crop of corn in 12 yrs and it will be safe to handle Nov. 1. Quality is good. The only and the best remedy for cut throat competition is the establishment of friendly relations.

Sec'y. McCord presented the following paper from the sec'y. of the National Ass'n:

Work of the National Ass'n.

I am pleased to report the condition of the affairs of the National as being nominally satisfactory. I say nominally, for the reason that we are prevented from taking hold of some propositions, with needed vigor, because of the ever-present necessity of holding down expenses. The number of withdrawals is small, compared to the last year. We have only five delinquents among our terminal members, and eight among our direct country members. From our affiliated membership we have received \$422.00 on a membership of approximately 1,400.

Revenue Needed: Occupying the position I do, with the opportunities of being constantly confronted with the needs of the trade, I am constrained to urge our members, not only to pay their dues promptly, but also to do missionary work among their fellow dealers, with a view to increasing the membership and income. I know it must be annoying to the faithful few who always attend such meetings as this, to be compelled to listen to complaints concerning money matters, but I assure you that the act of listening, on your part, can be no more distasteful to you, than the act of speaking, on my part, is unpleasant to me. However, I consider it a part of my duty to call your attention to such facts and conditions, as may occur to me to be of vital importance.

As stated in a circular which I recently sent to non-members in terminal markets, our trade rules, arbitration features, legislation prestige and general moral influence cannot attain to their greatest possibilities while there are so many dealers who are unfamiliar with the advantages of a closer union.

We have this year a larger number of important committees, than the Association has ever had in any one year, and we think we may well be proud of the personnel of each.

A Number of Arbitration Cases have been filed since the Annual Meeting, and a few differences have been settled direct. In connection with this arbitration feature, I wish to quote from the last Annual Report of the Arbitration Committee of the Texas Ass'n:

"The Committee means briefly to pay its respects to that moral degenerate, the man, who, after entering upon the friendly arbitration of any dispute, under a pledge of honor to abide the results, identifies himself and outrages all decency by failing to do it. The language does not hold a fit expression of contempt for the mongrel who repudiates the obligations of arbitration into which he has entered as a free agent."

We will admit the views of the arbitration committee of the Texas Ass'n. to be a severe arraignment, but I am not disposed to modify it, and wish it were possible to place a printed copy of that part of the report which I have just read, before every grain dealer in this country, so that guilty ones might not escape. Do not construe this to be an imputation on the grain trade as a whole, not by any means, but I think you will agree, that

a repudiation of a contract by one member more than offsets the good influences of a hundred honorable transactions.

Refusal to Arbitrate. is another feature, sometimes encountered. I have spoken in this connection upon other occasions, and will only say now—and I believe you will back me up in the position—that refusal to arbitrate is almost as reprehensible as failure to comply with an award of the arbitration committee.

Legislation: No definite action has been taken by our Legislative Committee, but our Chairman is keeping in close touch with legislative matters, and will act promptly when occasion demands. Under this head, the Uniform B/L is to have attention. In the mean time we have endeavored to determine as to just what our rights are under existing laws and rules.

After reading the Amended Interstate Commerce Law and after comparing the Classifications and B/L now in use, we came to the conclusion that it was unlawful to sign a B/L, also that the much mooted question of negotiability of B/L could be taken care of under existing rules. We secured a number of opinions on our version of the law, and, as a result, issued a circular to our members—300 copies of which, I delivered to your Secretary, Mr. McCord, to-day.

While the carriers may not approve of some of our views, yet, they certainly will concede that we will have performed a distinct service, when our members become accustomed to observing the cautions in the circular respecting the manner in which B/L should be filled in.

Our Membership Committee has manifested a decided interest in a quest for new members, and we bespeak for the Chairman and his associates the fullest co-operation in any plan which may be proposed for the increase of our membership. We should be able to obtain thirty-four new members since the Annual Meeting.

The Trade Rules are fast becoming a recognized force in the trade. I have received orders for over 600 extra copies since our Tenth Annual Meeting. You, no doubt, will be pleased to learn that the Cleveland Chamber of Commerce has adopted our rules as the rules of their Chamber.

Crop Reports: We feel that when Mr. King, as Chairman, Mr. Grimes and Mr. Runsey consented to compose the personnel of our Committee on Crop Reports, the interests of the grain trade were provided with as able a representation as it was possible to secure. What they may have to do will be determined by opportunity, but we can rest assured that whatever is done will be done well.

The Chairman of our Committee on Demurrage has, up to this time, conducted a great deal of correspondence, relative to the subject in hand, and while his efforts are somewhat circumscribed by the want of funds, yet he has hopes of accomplishing something of a definite character within the current year.

The Grain & Fed Dealers Committee, of which Mr. McCord is Chairman, is rapidly nearing a point where a meeting of the Committee, would, no doubt, be advisable. The object of this Committee, is to formulate rules, and to appoint Committees to take care of the interests of the feed trade under the general supervision of the National Association.

Uniform Confirmation Forms: As soon as the Committee on Uniform Confirmation Blank was completed, all papers in my possession were forwarded to the Chairman, and the matter is now in his hands.

The National Hay & Grain Joint Committee held a meeting in my office in Toledo on the 3rd of September, but as the subjects discussed were of a progressive nature—they being still under advisement—I have nothing of a definite character to report.

Uniform Standards of Inspections: At the Tenth Annual Convention, the following resolution was adopted:

RESOLVED, That the Grain Dealers National Ass'n. believes that standards of grain inspection should be as stable as the currency, and as uniformly accepted.

To accomplish this, it is necessary to have an absolutely uniform standard of inspection, both in phraseology and in fact.

To accomplish this end, we recommend that each market having public inspection be requested to name a delegate—such delegates to meet as soon as possible to make recommendations to all exchanges for a uniform standard as above stated.

For some time after the Annual Meeting, President Goemann thought it advisable to appoint a special Committee to arrange for a uniform Trade Congress. However, he finally decided to direct me

to take up the work. I immediately sent an invitation to twenty-four independent exchanges, and later invited the State Departments of Kansas, Missouri, Illinois and Minnesota to send one or more delegates.

It was our judgment that even though the independent exchanges were to adopt uniform standards and phraseology, the effect would not be sufficiently far reaching to accomplish the desired end, without the concurrence of the State Departments. As a means to the best possible results, we suggested that each commission appoint a delegate from each market under its supervision to co-operate at the proposed conference with its personal representative—believing that the additional representation would prove to be of material benefit in the discussion of points of fine distinction.

Fourteen Independent Exchanges have already notified us of their willingness to appoint delegates to the proposed conference. We have received only two unfavorable responses thus far, but the objections were of such character, as to justify us in believing that we will be able to overcome them.

As soon as we have heard from all of the State Departments, and the remaining few Independent Exchanges, we will be ready to take up the question of a time and place for holding the meeting, our object in holding that feature in abeyance, being to avoid assembling before everything was in readiness with a thoroughly representative attendance assured.

A great deal has been said of late of government supervision, but I am confident that if the grain exchanges will take advantage of the opportunity now available to establish uniformity, desired results can be attained with greater satisfaction to the trade in general.

Pres. Mayer thanked the dealers for coming, wished them a prosperous winter and the meeting adjourned.

CONVENTION NOTES.

Cleveland was represented by H. M. Strauss.

Buffalo was represented by T. J. Stofor of Alder & Stofor.

The only seaboard market represented was Baltimore by Emory Kirwan.

Pittsburg was represented by R. A. Sheets, representing R. S. McCague and J. A. A. Geidel of Stewart & Geidel.

Machinery men in attendance were A. S. Garman, representing the Huntley Mfg. Co., and W. E. Smith, representing the Richardson Scale Co.

John McDonald, who has been in the grain business for 21 yrs., most of the time at Washington C. H., says he counts 19 yrs. of his time lost.

The Governing Board did not consider all the applications filed. Early applications acted on favorably were those of C. M. Rife, of Circleville, and A. M. Frick, of Portsmouth.

The Chittenden room clerk, being convinced that Cummings and De Vore, of Toledo, had cornered the money market, immediately proceeded to take most of it away from them.

Cincinnati's delegation included H. H. Hill of the Southern Grain Co., W. Klein, representing the Union Grain & Hay Co., H. E. Richter, representing the Gale Bros. Co., and H. W. Kress.

Toledo's delegation included E. H. Culver, W. W. Cummings of the J. J. Coon Grain Co., H. R. De Vore of H. W. De Vore & Co., H. L. Goemann of Goemann Grain Co., K. D. Keilholtz of Southworth & Co. and L. A. Mennel.

As is usual at former meetings, the attendance was good, but the time allotted for the dealers to meet one another was too short. Each session was full of interest and more dealers seemed willing to participate in the discussions than ever before.

Bert Boyd was up to his usual tricks and separated a number of unsuspecting shippers from good money with his auto-

Seeds

matic weighing device. Before departing he favored those on the register with a personally delivered message in the form of a silver wire.

Souvenirs were not numerous, but those contributed were good and valued all the more. The combination pen holder, pencil and pen was accompanied by the compliments of the Richardson Scale Co., while R. S. McCague's oval mirror enabled every one to look an honest grain dealer in the eye.

Among the shippers in attendance were C. N. Adlard Piqua; W. L. Allton, Swanders; C. F. Barnhouse, Harpster; C. O. Barnhouse, Agosta; T. W. Baum, Duval; G. M. Benfer, Clyde; A. B. Beverstock, Lexington; O. W. Bishop, Corwin; J. W. Burk, Springfield; R. G. Calvert, Selma; J. P. Caskey, Portsmouth; L. L. Cass, Weston; J. W. Channel, Melvin; A. M. Courtright, Paulding; A. E. Clutter, Lima; A. A. Cunningham, Tiffin; J. F. Coppock, Fletcher; L. W. Dewey, Blanchester; A. M. Frick and H. S. Grimes, Portsmouth; C. E. Groce, Ashville; E. A. Grubbs, Greenville; F. E. Hastings, Cedarville; F. C. Hornung, Gibsonburg; F. Hubbell, Alpha; C. B. Jenkins, Marion; F. E. Langdon, Wilmington; Geo. Leggate, Westville; C. E. Lloyd, Washington C. H.; E. G. McDill, College Corners; Grant McMorran, St. Paris; J. McDonald, Washington C. H.; T. B. Marshall, Kirkwood; M. W. Miller, Piqua; C. M. Myers, Lockbourne; C. K. Patterson, Piketon; W. H. Persinger, Sidney; C. T. Pierce, Van Wert; A. C. Robeson, Greenville; I. Rowe, Verona; C. Rhonemus, Reesville; O. T. Roszell, Troy; M. A. Silver, West Jefferson; W. S. Snyder, Kenton; G. E. Stephenson, Rosewood; J. L. Stemple, Ada; G. P. Teegarden, Ashville; S. M. Thorne, Sabina; R. H. Watson, Old Fort; P. D. Werts, Verona; J. E. Wells, Quincy; J. Wolcott, Conover; A. Wright, Pittsburg.

Clean Up.

BY O.

Anything worth doing at all is worth doing well. When you clean your elevator, do it thoroly, and do it often. The results will be of benefit to yourself, as well as to the insurance companies carrying your risk.

When cleaning your elevator do not forget to clean the dust out of the bearings. Clean bearings need less oil than dirty ones. Oil costs money; besides, there is less danger of friction, and fires resulting therefrom, when the bearings are clean.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 146,281,000 lbs. was imported into the United States during the 8 months prior to Sept. 1, compared with 69,044,000 lbs. imported during the corresponding period of 1904-5.

Exports of rice, rice flour, rice meal and broken rice during the 8 months prior to Sept. 1 amounted to 15,019,000 lbs. of domestic and 6,651,000 lbs. of foreign origin; compared with 82,986,000 lbs. of domestic and 6,181,000 lbs. of foreign growth, during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

The increasing cost of farm labor is expected to have the effect of leading farmers to grow those grains that require less labor.

The Adams Seed Co. has succeeded N. H. Adams & Son at Decorah, Ia.

The Rogers Bros. Seed Co. will remove its offices from Chaumont, N. Y., to Alpena, Mich.

Exports of clover seed from New York for the week ending Oct. 20 were 619 bags, against 739 bags a year ago.

Imports of clover seed during August, as reported by O. P. Austin, chief of the Bureau of Statistics, amounted to 1,624,530 lbs.

A seed company is being organized by Professor A. W. Wheeler of the South Dakota Agri. College, to do business at Mitchell.

The percentage of clover seed saved compared with 1905, in Kentucky, is reported by Hubert Vreeland, Commissioner of Agri., as 78 for this year and 79 for last year.

The Turner-Hudnut Co. was robbed of 9 bus. of timothy seed, 1½ bus. clover seed and 1½ bus. millet, at Lacon, Ill., by thieves who recently forced their way into the elevator thru a window at night.

The National Farmers Congress at Rock Island, Ill., on Oct. 11 denounced the free distribution of seeds by congress, and demanded that the money so wasted be expended in introducing advanced methods of agriculture.

Toledo received during the week ending Oct. 20 2,160 bags of clover seed and shipped 21 bags, against receipts of 5,890 bags and shipments of 710 bags for the corresponding week of last year. For the season so far receipts have been 11,015 bags and shipments 3,873 bags, against 30,067 bags received and 3,008 bags shipped during the corresponding period of last year.

Exports of seeds during the 8 months prior to Sept. 1 included 1,230,369 lbs. clover seed, 8,604,567 lbs. timothy seed, other grass seed valued at \$108,271 and 7,831,369 bus. of flaxseed, against 4,235,845 lbs. clover seed, 7,963,463 lbs. timothy seed, other grass seed valued at \$137,575, and 300 bus. of flaxseed, during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

The substantial farmers of Pennsylvania are opposed to the congressional free distribution of seeds. Wyebrook Grange No. 1306 recently resolved that "this grange unanimously condemns the practice of free seed distribution by the Department of Agriculture, and hereby demands that the law be repealed. We believe the sentiment expressed in this resolution represents the sentiment of the farmers of northern Chester county."

London, Eng.—There is no change in the seed market. This autumn sowing season is practically over. New clovers are offering, but as undoubtedly there is a big crop of fine quality of English red clover, buyers are holding off. White, alsyke and trefoil are quiet, seed merchants being busy selecting their natural grasses. Cocksfoot is also quiet. French Italian is firm, also lucerne and sowing rape.—W. H. & H. Le May.

Chicago received during the week ending Oct. 20 867,100 lbs. of timothy seed, 165,970 lbs. of clover seed, 401,520 lbs. of other grass seeds and 71,457 bus. of flax-

seed, compared with 1,974,434 lbs. of timothy seed, 331,385 lbs. of clover seed, 546,462 lbs. of other grass seeds and 49,500 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 383,464 lbs. of timothy seed, 1,910 lbs. of clover seed, 498,059 lbs. of other grass seeds and no flaxseed, compared with 186,870 lbs. of timothy seed, 8,760 lbs. of clover seed, 492,913 lbs. of other grass seeds and no flaxseed for the corresponding week of 1905.

October deals in clover seed are pretty well settled, but there is quite an open interest in the other futures. Receipts at Toledo have been very light, away below other years, with no indications of much increase. Prices abroad have advanced sharply, but some seed is being sold to this side. This country, however, will require considerable foreign seed, as our home crop is the shortest in many, many years. Just how anxious the foreigner will be to sell and the way speculative orders come will govern prices. Bulls are very numerous and confident and talk much higher prices, especially if foreigners continue to raise prices as fast as they have of late and the crop turns out smaller there than expected.—J. F. Zahm & Co.

There is plenty of English seed to come out to supply our dwindling requirements; time only is wanted. The west is always very late in threshing; more often than not in March and April. The home counties are gradually coming more into line, but even they will not think of operating until the necessary frosts. Continental reds are slowly working out their own salvation; there seems plenty, in all conscience. Chilians have taken advantage of the speculative American market. There is big money put up by both the bulls and the bears, and as the latter seem straining every nerve for the big October deal, which closes the end of this month, Chilians are reaping the benefit, and may doubtless soon represent prime American. Is it luck or business?—London Corn Circular.

How much red clover will come from abroad? That will decide the spring price. It did last year. Speculation will make the fluctuations in the meantime. Prices now are about the same as last week and a year ago. Highest last season was 8.77, reached in February. Net imports were about 90,000 bags, mostly from Canada, which appears to have no surplus this season. Imports must come from Europe. Bears say 30,000 bags have been bought abroad by different importers, and that much of it is already en route. Bulls say over 100,000 bags will be needed at present prices, as our crop is smaller than last year, when there was very little carried over and mostly foreign seed of an undesirable quality. Germany letters just in report heavy sales during the previous fortnight to our country.—C. A. King & Co.

Close observers report that the winter wheat area is being increased in the United States.

Japan highland rice, which requires no irrigation and very little cultivation to produce, has been experimented with successfully in Texas. In an ordinary season the rice will mature 90 days from the time it is sowed, averaging about 20 sacks to the acre, and showing as heavy a yield, three weeks ahead of the Honduras rice. This lessening of expense in rice growing will be an inducement to the small farmer to engage in its culture.

Grain Trade News

CALIFORNIA.

Woodland, Cal.—Henry Mast, the grain buyer, who disappeared, is in Mexico. Before leaving this place it is now said he paid all debts.

CANADA.

Winnipeg, Man.—McBean Bros., grain dealers, have dissolved partnership.

Ponoka, Alta.—The Alberta Pacific Grain Co. has purchased the eltr. of John Lineham.

North Battleford, Sask.—The new eltr. of the Western Canada Flour Mills Co. has been completed.

Oakburn Station, Man.—John Perry Simmons was married Oct. 11 to Miss Margaret McCulloch.

Montreal, Que.—A grain laden barge was sunk Oct. 10 by collision with a dredge. Loss, \$20,000.

Regina, Sask.—We have purchased and taken possession of the eltr. of Wm. Stead & Co.—The Mutual Eltr. Co.

Vancouver, B. C.—The Hall Eltr. & Grain Co., it is said, will be succeeded by the Vancouver Milling & Grain Co.

Winnipeg, Man.—It is said the Grain Commission will return to the West late in October to take additional testimony.

Brandon, Man.—Three or four cars loaded with wheat were thrown from the rails and ditched near this place recently.

Carievale, Sask.—Wheat growers here, on account of the blockade, are hauling across the international boundary to Sherwood, N. D.

Fort William, Ont.—John Searle, while clearing away debris of the wrecked Ogilvie Flour Mills Co.'s eltr., was killed Oct. 13. He was scalped by an iron girder.

Fort William, Ont.—It is said the Canadian Pacific Ry. contemplates following the lead of the Canadian Northern by turning over the operation of its terminal eltrs. to a private corporation.

Mooselaw, Sask.—On account of the grain blockade east the commissioner of agriculture is trying to arrange for the shipment of wheat over the Soo Line to Minneapolis at the Fort William rate.

Toronto, Ont.—Before the Grain Commission Oct. 10 C. B. Watts of the Dominion Millers Ass'n, defended the use of the tester in the inspection of grain. Geo. W. Putnam, supt. of farmers institutes, alleged that mill feeds were adulterated.

Grand Coulee, Sask.—The foundations of Joseph Glenn's eltr. gave away Oct. 5. The eltr. was loaded to the roof and contained 44,000 bus. of wheat, of which several thousand bus. was thrown over the railroad tracks. The eltr. will be repaired to receive grain this fall.

Winnipeg, Man.—Names of 19 applicants for membership in the Grain Exchange recently were posted, the new members desiring to get in before the advance in the price of memberships Nov. 1 from \$2,500 to \$3,000. It was also decided to discontinue the issuance of clerk's tickets. The proceeds of the sale of mem-

berships will help pay for the new building.

Treherne, Man.—This station is blockaded with wheat. So far this season 78 cars have been shipped, and the eltrs. now have 111,000 bus. in store. A year ago at this time 202 cars had been shipped, the equivalent of 250,000 bus. For two weeks past only 5 cars have been furnished.

Goderich, Ont.—The Grain Commission visited this city Oct. 16 while on the way from Buffalo to Chicago. The new concrete eltr. of the Goderich Eltr. & Transit Co. was inspected, and evidence was taken on methods of handling grain from vessels to cars, and the average outturns of vessels.

Winnipeg, Man.—The Saskatchewan Eltr. Co. has been organized with \$1,000,000 capital, by Edward F. Swift, of Swift & Co., Chicago, A. D. Davidson, A. R. Davidson, A. R. McRae, vice pres., Senator Peter Jansen, pres., and John P. Jansen, mgr. and secy. The Company will erect 50 new houses for next season.

Montreal, Que.—F. W. Thompson of the Ogilvie Flour Mills Co. stated to the Grain Commission recently that the grain at Fort William was not cleaned to the amount assessed, and favored government inspection of the cleaning. John Billings, secy. of the Dominion Linseed Oil Co., produced a sample of flaxseed obtained from Fort William, which he alleged was not clean as required by the grading. The sample was sifted before the commission and found to contain 2¼ to 2½% of dirt.

CHICAGO.

The members of the Board of Trade are holding a conference this afternoon on commission rates.

The Harvey Eltr. Co. has increased its capital stock from \$85,000 to \$125,000 and number of directors from 5 to 6.

The first car of new corn was received Oct. 15 by P. H. Schiffin & Co. The corn came from Iroquois county, was inspected no grade and sold for 40c per bu.

Grain shipments east from Chicago all rail for the week ending Oct. 20 were 2,612,000 bus., against 2,292,000 the preceding week and 2,607,000 bus. a year ago.

One firm which had orders Oct. 22 for 100 cars could get only 6 cars for loading, and has been compelled by the car shortage to withdraw its offers of grain east.

Geo. S. McReynolds was again indicted Oct. 20 on the charge of unlawfully removing grain from a public warehouse without the consent of the holder of the receipt.

Charges against Geo. S. McReynolds that he removed grain from his private eltr. without canceling the receipts will be heard by the directors of the Board of Trade Nov. 13.

The memberships in the Board of Trade of Chas. R. Massey, John M. Simpson, Ralph E. Pratt, Thos. J. Smith, estate of Leland W. Prior and estate of Corwin H. Spencer, have been posted for transfer. W. T. Stockdale, D. T. Ham-

mond and H. R. Hale have offered their certificates for sale to the Board.

The city hall clerk who threatened to have a broker's office raided unless the \$2,300 he had lost in speculation was restored to him has mistaken the mark. He should have tried a bucket-shop.

Home made bread made with durum wheat flour recently was shown fellow members on 'Change by W. P. Mackenzie. The samples proved that durum wheat is a bread grain and makes a good loaf.

Applications for membership in the Board of Trade have been made by Benona P. St. John, Harold Gregory Meadows, Joseph E. Bienkiron, Harlow B. Spencer, Victor Dewein, Albert H. Wood and Chas. S. Williams.

Edward G. Heeman recently was presented with an umbrella, a cane and a diamond set watch charm by the baseball enthusiasts on 'change, in appreciation of his zeal in arranging for tickets to the games and getting up the banquet to the players.

A protest against limiting the flow of water thru the drainage canal was made by members of the Board of Trade at a meeting held after the regular session Oct. 15. A copy of the resolutions adopted was sent to the International Waterways Commission.

Charles Head Smith, for many years a large trader in the wheat pit of the Board of Trade, was suspended from membership in the Board Oct. 10 by the directors, on account of failure to pay debts said to total \$100,000. Smith was an expert in the manipulation of option quotations, and several years ago was in control of the market.

N. C. Collins, alias Harry Gates, who flooded the mails with his "Daily Market Forecast," has been jailed by the post office authorities for fraud. Nat Collins is under indictment in New Orleans for a similar offense. He mailed his daily forecast to subscribers at a charge of \$5 per month. One of his victims complained that he had received no returns from his investment, and Collins' arrest followed.

With natural conditions working somewhat against Chicago, the volume of business there lighter and the earnings of Chicago grain commission firms necessarily affected, an advance in commission rates was made from ⅞c a bushel to ¼c on the apparently simple theory that higher compensation for service would offset a lighter volume of business, leaving net results the same. This never looked to us like sound economic reasoning, but, of course, the Chicago board knows its business, and it is no concern of ours. It would appear, however, that this simple expedient of charging a customer twice as much because you find yourself doing only half as much business as formerly has not worked out well.—Peter B. Smith, Pres. Minneapolis Chamber of Commerce.

Pres. Walter Fitch of the Board of Trade recently held a conference with members in the visitor's room of the Board with regard to getting more business. Others who spoke Oct. 18 were former Pres. W. S. Warren, W. S. Crosby, C. H. Canby and Z. P. Brosseau. Quotations and bucket-shops were the subject of discussion. It is felt that the option business of the Board would be advertised by a wider and more liberal distribution of its quotations. One of the reasons for the decline of grain speculation is that rich men, former traders, find

that their time and capital is required by the store or factory thru the expansion of trade. Hard times will leave their capital unemployed and they will return to speculation in grain. Unfortunately for the option broker there is little he can do to induce trade. A commission has been circulated to reduce the commission rate to \$7.50 per 5,000 bus. Other speculative grain markets are feeling the dullness as badly as Chicago.

COLORADO.

Ft. Morgan, Colo.—We have succeeded Tubbs & Henderson.—Tubbs & Robinson.

ILLINOIS.

Atlanta, Ill.—Ward & Murphy have sold to O'Hara, King & Co.

Brockton, Ill.—The Brockton Eltr. Co. is remodeling its old house.

Sullivan, Ill.—The Sullivan Eltr. Co. has succeeded L. R. Smith & Co.

Ficklin, Ill.—Thomas Abrams contemplates improving and repairing his eltr.

Joliet, Ill.—The Mansfield-Ford Grain Co.'s eltr. has been newly painted.

Covell, Ill.—Charles U. Bowers and J. W. Probasco's eltrs. have been repainted.

Galesville, Ill.—P. S. Peterson has rented Chas. Shelby's eltr. and is buying grain.—J. L. Caldwell.

Saunemin, Ill.—Coon Bros. have bot W. A. Williamson's eltr. and will take possession Jan. 1.

Oregon, Ill.—George Treveen, mgr. for the Neola Eltr. Co., was married Oct. 10 to Miss Mary Knott.

Stonington, Ill.—The Stonington Farmers Grain Co., recently incorporated, contemplates buying an eltr.

Campus, Ill.—O. W. Finnegan has succeeded John Feehery as mgr. of the Campus Grain & Coal Co.

Cowling, Ill.—Prunty & Helm have leased their eltr. to Schultz & Rosenberger, of Keensburg and this place.

Downs, Ill.—The farmers in this vicinity are contemplating organizing a company with \$10,000 capital stock.

Bushton, Ill.—An eltr. is being built by the Farmers Eltr. Co. The Union Iron Works is furnishing the machinery and supplies.

Mattoon, Ill.—James Kitchen has again leased the eltr. formerly operated by himself and more recently occupied by Gwinn Bros.—C. H.

Farmer City, Ill.—W. H. Hutchins, whose eltr. burned, has sold the land on which it stood and will retire from the grain business.

Latham, Ill.—Kautz & Maus are remodeling their eltr. and installing new machinery which was furnished by the Union Iron Works.

Ashton, Ill.—O. C. Baker of Scranton, Ia., has bot the eltr. of A. L. Clark & Co., taking possession Oct. 8. The sale was made thru J. M. Maguire.

Stonington, Ill.—Hill Bros. & Crow are remodeling their eltr. and moving it back so as to make room for the double track being built by Wabash Ry.

Lincoln, Ill.—Adams & Iddings have purchased the Farmers Grain & Coal Co.'s eltr. for \$4,700. The Farmers Grain & Coal Co. will retire from business.

Arthur, Ill.—L. E. Powell, former mgr. of Jas. K. Horton's eltr. at Garrett, has

succeeded W. O. Mayer as mgr. of the new Bartlett, Kuhn & Co. eltr. here.

Rochelle, Ill.—Paul E. Hines, auditor for the Neola Eltr. Co. in northern Illinois, died here Oct. 18 and was buried at Hedrick, Ia.—H. C. Vollmer of Kings.

Papineau, Ill.—The R. F. Cummings Grain Co. has installed a new Fairbanks-Morse 12 h. p. gasoline engine and a 50-ft. conveyor.—O. F. Rosenberger, agt. R. F. Cummings Grain Co.

Monticello, Ill.—The Monticello Grain Co., whose eltr. burned Sept. 21, will not rebuild this year, but has bot the 30,000-bu. I. C. eltr. owned by the Knight Grain Co. for \$6,750.

Blue Mound, Ill.—The double track being built by the Wabash Ry. has made it necessary for Hill Bros. & Crow to move their eltr. from its present site. The house will also be remodeled.

Dawson Park, Ill.—Timmins & Hawkins, of Otterbein, Ind., have purchased the eltr. of Langlier Bros. here. The latter will not continue in the grain business after the new owners take possession, Jan. 1.

Lanes, Ill.—The grain eltr. owned by Emerson Hardsock and Edward Jennison of Clinton, was damaged by fire to the amount of about \$2,500, Oct. 14. A part of the 2,500 bus. of corn in the eltr. was saved.

Bloomington, Ill.—John J. Price, a retired grain dealer, was killed by an I. C. passenger train, Oct. 7. Mr. Price was 83 years old and came to McLean county in 1883, where he was the first man to enter the grain business.

Decatur, Ill.—G. J. Siebens has purchased a half interest in the firm of W. E. Walker & Co. The name of the firm will not be changed for the present. Mr. Siebens wishes to thank the trade for the many favors shown him.

Danforth, Ill.—Referee Grant has held the claims of Herman Eilts, father of E. R. Eilts, against his son, to be valid, and he will receive a proportionate share on his claim for \$19,571. The liabilities are \$53,340; assets, \$23,154.

Mackinaw, Ill.—H. J. Puterbaugh has bot the eltr. and coal business owned by Viemont Bros. on the Big Four. John Hoffman, of Allentown, will be mgr. Mr. Puterbaugh was formerly in the grain business at Vandalia Station.

Bryce, Ill.—The Bryce Farmers Grain Co. incorporated, \$8,500 capital. Incorporators, Harm Schaumburg, Harm Ferdinand, B. F. Hislop and others. The company contemplates buying the eltr. owned by J. B. Wilson of Milford.

Colfax, Ill.—Thefts of grain from the Farmers Eltr. have been going on for some time, and recently it was discovered the robber was the former town marshal. The thief took the corn from under the dump where it leaked thru and formed a heap.

Arthur, Ill.—Davis & Davis are erecting, on the C. & E. I. Ry., a 20,000-bu. eltr. for small grain. This will make the firm's total storing capacity 145,000 bus. A brick office will be built in connection with the new building. E. P. Marshall has the contract.

Alton, Ill.—A steel tank, 30x55 ft., of the Sparks Milling Co., burst Oct. 13, with 33,400 bus. of wheat. The break came when an attempt was made to draw wheat at the bottom, the rivets breaking between the first and second rows of sheets. The upper part sank 6 ft., and tumbled over

against the wooden eltr. The 5,000 bus. scattered about was saved. No one was hurt. The tank was built three years ago at a cost of \$15,000; and the labor cost of rebuilding will be very heavy.

Garrett, Ill.—The taking of evidence in the receivership of the bankrupt farmers co-operative concern known as the Garrett Grain & Coal Co., was closed Oct. 16 by Master in Chancery G. R. Jones. Its tangled affairs are expected to be some time in passing thru the courts.

Dana, Ill.—C. G. Sauer & Son had a hearing of their suit against the Atchison, Topeka & Santa Fe Ry. in the Illinois Supreme Court Oct. 17 in regard to alleged discrimination the supply of cars for the shipment of grain. The circuit and the appellate courts have awarded the firm \$1,200 damages.

Tuscola, Ill.—The Farmers Eltr. Co.'s eltr., containing 1,500 bus. of grain and valued at \$10,000, burned to the ground Oct. 21. The sheet iron covering of the building made it difficult to fight the fire. There is \$600 insurance on the building, which will probably not be rebuilt, as the company may be dissolved.

Princeville, Ill.—Richard Cox has obtained title to the eltr. he is operating by the payment of \$7,000 to R. W. Van Tassel. The land on which the house stood was in litigation for years, Van Tassel having sold the ground to Best & Wakefield on condition that they were not to engage in the grain business.

Barnett, Ill.—The eltr. owned by G. W. Barnett was burned to the ground Oct. 9. The loss on the building is \$6,500 and the loss on the contents, 1,200 bus. of wheat, 700 bus. of corn and 800 bus. of oats, belonging to Barnett Bros., about \$7,000. The insurance is \$5,000 on the building and \$5,000 on the grain.

Pana, Ill.—At a meeting of the Pana local association Saturday evening, Oct. 13, it developed that at seven stations there were only 40,000 bus. of old corn left in the country and in the dealers hands. In and around Pana a great deal of attention is given to hay shipments, and the hay proved to be the subject of the impromptu discussions, some of the dealers having lost 30 tons in shrinkages and short weights already this season. The weights of corn were also discussed, the prevailing idea being that dealers are always in too much of a hurry to get down to 70 pounds per bu. Absence of confidence in one another was noticeable, one dealer going so far as to say that he would sooner believe his former customers than he would his brother grain men.

INDIANA.

Akron, Ind.—An eltr. will be built by bankers and others,

Madison, Ind.—The Heise Milling Co. will build an eltr. and warehouse.

Griffin, Ind.—Crabb & Walker are building an eltr. on the Ill. Cent. Ry.

Curtisville, Ind.—Geo. C. Wood has installed a No. 5 Beall Rotating Corn Cleaner.

Bennett Switch, Ind.—J. M. Couchner & Co. have installed a No. 7 Beall Rotating Corn Cleaner.

Barrett, Ind.—The Henderson Eltr. Co. of Henderson, Ky., is building an eltr. at this place on the I. C. Ry.

Indianapolis, Ind.—J. L. Caldwell, who has been buying grain in joint account with Charles Shelby at Galesville, Ill., is moving to Indianapolis to take up the po-

sition of weighmaster for the Cleveland Grain Co.

The annual meeting of the Indiana Grain Dealers Ass'n will be held at the Claypool Hotel, Indianapolis, Jan'y 17 and 18th, 1907.

Mt. Comfort, Ind.—Emerson Gentner, formerly of the Fortville Milling Co., has purchased half interest in the grain business of Wm. H. Dunn & Co.

Crawfordsville, Ind.—Mrs. Ida K. Reynolds has lost her suit against the Hammond Eltr. Co. to recover \$9,000 intrusted a bucket-shop agent here for investment.

Lafayette, Ind.—A seed corn special train will be run from this city Nov. 13 over the Lake Erie & Western by Purdue University. Stops will be made at 50 stations during the 5-days trip.

Ridgeville, Ind.—Miller, Hinton & Co. have bot the eltr. of Goodrich Bros. Hay & Grain Co. They have taken possession of the house, which is situated on the P. C. C. & St. L. Ry. and has a capacity of 20,000 bus.

The Indiana Corn Growers Ass'n has named Oct. 25 as seed corn harvest day. Farmers are urged to go into their best fields and select the best ears from strong vigorous stalks. They should hang this corn where every ear will be subjected to a free circulation of pure air, and where it will be protected during the winter.

If Indiana grain dealers were not afraid to stand for their rights they wud be given far more consideration by the railroads and the railroad commission wud be able to do more to help them. By refusing to inform the commission of the burdens forced upon them by the railroads they handicap the commission and sacrifice their own business interests.

Indianapolis, Ind.—Some few months ago the Tri State Milling Co., of Nashville, Tenn., wrote the secretary of the Indiana Grain Dealers Ass'n for a directory of the Indiana dealers, which was furnished on the payment of \$1. This firm has now addressed a postal card to the Indiana dealers, which puts the secretary of the Indiana Grain Dealers Ass'n in the light of recommending them to the trade. There are a great number of complaints coming to the secretary, complaining of this firm, and their methods of doing business, and it might be well for the dealers to investigate them thoroughly before shipping them anything. Your respectfully, J. M. Brafford, Secretary.

INDIANAPOLIS LETTER.

Albany, Ind.—Price Engle has purchased the plant of McNees & Brooks.

Oaklandon, Ind.—J. C. Apple has leased the plant recently operated by Jordan & Lingle.

Fortville, Ind.—J. A. McComas is remodeling his eltr. and putting in new machinery of the best type.

Will Howard has severed his connection with the Indianapolis Grain Co., and is in charge of T. A. White's grain business.

Willow Branch.—New & Kinder have succeeded Thomas & Kinder, Thomas New having purchased Mr. Thomas' interest in the business.

Zionsville.—L. B. Thomas, formerly of Thomas & Kinder of Willow Branch, has purchased the eltr. of J. T. Sims, here. The firm name is L. B. Thomas & Son.

The large transfer and storage eltr. of the Central Grain Eltr. Co., and operated by the Cleveland Grain Co., is rapidly

nearing completion, and is expected to be in operation Dec. 1.—C. H.

INDIAN TERRITORY.

Owasso, Ind. Ter.—The Caney Grain Co., of Caney, Kan., and James Gilliland of this place, are constructing a large eltr.

Coweta, Ind. Ter.—Trower & Hammer are building an eltr. The machinery and supplies will be furnished by the Union Iron Works.

IOWA.

Melbourne, Ia.—Chas. Johnson has succeeded F. H. Wallace.

Dixon, Ia.—John Damman & Co. will rebuild their burned eltr.

Lohrville, Ia.—The Farmers Eltr. Co. has installed a new gasoline engine.

Kirkman, Ia.—J. H. Schmidt, whose eltr. was burned last spring, is rebuilding.

Thor, Ia.—I have left Thor and do not deal in grain.—R. S. Thompson, Lakota, N. D.

Bennett, Ia.—L. H. Damman will enlarge the eltr. here to clean grain bot at Dixon.

Dayton, Ia.—The Iowa & Minnesota Cereal Co. has leased its eltr. to the Farmers Eltr. Co.

Washington, Ia.—Wm. A. Whiting, whose eltr. burned recently, contemplates rebuilding.

Britt, Ia.—The Reliance Eltr. Co. has purchased C. M. Gowdy's eltr. on the M. & St. L. Ry.

Bouton, Ia.—I have leased my eltr. to J. W. Dissinger and am not in business here.—Wm. Wolf.

Traer, Ia.—A. C. Hall of Lake City has succeeded F. M. Joyce as mgr. of the Northern Grain Co.'s eltr.

Ringstead, Ia.—The Western Eltr. Co. has installed a new 6-h. p. Fairbanks-Morse Gasoline Engine at the eltr.

Madrid, Ia.—The Neola Eltr. Co.'s eltr. is built on a cement foundation and is nearly completed. It is equipped with a sheet iron boot tank.

Woodward, Ia.—B. M. Kinsman, of Hartley, who has bot the eltr. formerly owned by H. Lawbaugh, will succeed Wm. Clausen as buyer.

Hudson, Ia.—The Hudson Lumber Co. will erect a 20,000-bu. eltr. A 6-h. p. oil cooled gasoline engine will be used. The Younglove Construction Co. has the contract.

Lake Park, Ia.—William A. Spracker & Son have sold their eltr. for \$4,700 to a company of farmers, who have taken possession with L. B. Spracker as mgr. until June 1.

Gilman, Ia.—The Farmers Eltr. Co. has given the Younglove Construction Co. the contract to build a new engine room and office and install a 6-h. p. Callahan Gasoline Engine.

Le Mars, Ia.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, James Hughes, John Luken, H. A. Ahlers, Robert Steele and J. C. Langendorfer.

Buckingham, Ia.—E. W. Taylor, late mgr. of the Northern Grain Co.'s eltr., has recently become auditor for the company and will travel. His headquarters are in Mason City.

Kamrar, Ia.—George Herr Reinicker, a landlord, got judgment Oct. 12 against the Western Eltr. Co. for \$141.66 paid to a

tenant for grain. The renter, Wm. Atkins, had not paid his rent, and the landlord brot suit under the landlords' lien law. When first tried the lower court decided in favor of the eltr. company.

Sioux City, Ia.—John A. Kuhn, traffic manager of the Updike Grain Co., Omaha, Neb., visited this city recently to investigate the possibility of operating a terminal eltr. Mr. Kuhn suggested to the Commercial Club, which is promoting the eltr., that it advertise for bids, giving the bonus to the company making the best offer.

Sioux City, Ia.—The Akron Milling Co. is erecting a 15,000-bu. grain storage house which, with a corn meal mill to be built this fall will cost about \$6,000. The cost of the eltr. to be erected in the spring can not be estimated as the company has not yet decided whether it will be a frame eltr. or a steel tank structure.

KANSAS.

St. John, Kan.—J. W. Tanner, a wheat grower, is erecting an eltr.

Rydal, Kan.—The Home Grain Co. will make improvements in its eltr.

Arlington, Kan.—The Hoffman Eltr. Co.'s new eltr. is nearly completed.

Concordia, Kan.—Chas. Swartz has not decided to rebuild his eltr. recently burned.

Bern, Kan.—I sold my eltr. Oct. 20 to Mr. Clark of Indian Territory.—J. D. Infield.

Bern, Kan.—G. W. Venner has purchased the eltr. formerly owned by Frazier & Coonrod.

Eureka, Kan.—R. E. Teichgraeber has built a 15,000-bu. eltr. and warehouse in connection with his mill.

Hartford, Kan.—T. O. Gibbon's eltr., after having been closed some time for repairs, has been reopened.

Ellinwood, Kan.—Gus Oswald, mgr. of the Ellinwood Grain & Supply Co., broke his elbow recently, at the eltr.

Olathe, Kan.—T. G. Graham, who leased the eltr. of Hodges Bros., has overhauled it and is ready for business.

Hiawatha, Kan.—P. M. Kelley is rebuilding his eltr. office, recently burned, and soon will begin work on the eltr.

Otego, Kan.—I have sold my house here to the Home Grain Co., of Kansas City. I now own only the plant at Norway.—W. H. Beatty.

Concordia, Kan.—R. E. Rowland, representing the Midland Grain & Stock Co. bucket-shop of Kansas City, has disappeared, leaving many victims.

Billings, Kan.—George M. Dizney Grain Co. incorporated, capital stock, \$20,000; incorporators, G. M. Dizney, Billings, M. Gadchalk, Enid, James Gibson and others.

Humboldt, Kan.—Dickinson Bros. have bot an eltr. at Robinson and moved it here, where it will be located on the A. T. & Santa Fe Ry. They will be ready for business by spring.

Hays City, Kan.—The Farmers Eltr. Co.'s eltr. was opened Oct. 11 with J. G. Steele, auditor of the Farmers Co-Operative Shipping Ass'n, in charge until a mgr. shall be appointed.

Topeka, Kan.—Judge Pollock has decided that the Santa Fe Railroad has a right to be heard in the injunction suit to restrain the state railroad commissioners from enforcing a reduction of rates on grain, salt, coal and lumber. The court will appoint a master to take testimony to

determine whether the rates are confiscatory, as alleged.

Holyrood, Kan.—The Holyrood Grain & Supply Co. will erect a 13,000-bu. eltr., equipped with improved machinery and sheeted with galvanized iron, on the site of the one recently burned.

Wichita, Kan.—The Board of Trade has elected the following new officers: Pres., David Heenan, vice pres., H. Imboden, directors, E. K. Neyling, J. C. Robb, J. E. Howard, J. S. McCauley, J. B. Miltner, R. F. Coates and A. R. Clark.

Kansas City, Kan.—Arguments in the suit of the eltr. proprietors to abolish weighing by the Kansas State Grain Inspection Dept. were closed Oct. 10, and it is expected Special Master Samuel Peters of Newton will report to Judge Pollock Nov. 24.

Highland, Kan.—B. D. Williams' eltr. was burned Oct. 6 with 6,000 bus. wheat. Loss on building, \$2,000; both building and grain insured. The electric battery could not be made to ignite the charges in the gasoline engine, and the hot tube was used. The flame from the tube is supposed to have ignited gasoline vapor in the engine room, where the fire started with an explosion. No one was in the engine room. Fire was discovered to be coming into the main building on the belt from the engine room.

KENTUCKY.

Owensboro, Ky.—The Owensboro Grain Co. is erecting a large warehouse.

Milledale, Ky.—The Cincinnati Grain Co., of Cincinnati, O., will build a \$50,000 fireproof eltr. on the site of the one recently burned.

Henderson, Ky.—The farmers are finding a large amount of rotten corn, damaged by excessive rains and hot weather. —The Henderson Eltr. Co.

Hopkinsville, Ky.—Indictments for alleged violation of the pure feedstuffs law have been found against the Acme Mills & Eltr. Co., James Cates & Son and the Crescent Milling Co. It is alleged the firms failed to attach to sacks of bran the tags, required by the new law, giving analysis of the contents.

LOUISIANA.

Crowley, La.—Drane & Garic, rice brokers of New Orleans, will open an office here. Walter Garic will have charge.

New Orleans, La.—The many friends of Fred Muller, formerly secretary of the New Orleans Board of Trade, will regret to learn that his venture in the export lumber business met with an unfortunate termination, and he now contemplates again identifying himself with the grain business, which will be good news.

New Orleans, La.—New Orleans dealers claim that the Illinois Central Railroad Co. has been aiding Chicago firms at the expense of this port, by giving the Chicago firms special rates and advantages in handling grain whereby the export eltrs. became mixing houses. The accumulated stocks of other shippers were used to load the vessels of the favored few. Shippers who were accumulating stocks to sell and were paying the Illinois Central heavy storage charges found that their grain was being used as a foil to save the competitors and enable them to do business on other persons' capital.

Jennings, La.—The Lang & Marsh Eltr. Co. is erecting an eltr. adjoining its warehouse, in which to handle rice in bulk, doing away with sacks. The first rice to be

handled thru the eltr. will be that of the National Rice Milling Co., of New Orleans, which has a large eltr. there for bulk storage. The new eltr. of J. C. Lang and E. L. Marsh will have capacity for 13,000 bus. of rice. When rice is received green or damp it is watched closely, every now and then having a thermometer thrust into it. When the temperature is found to be high the rice is run from one bin to another for cooling.

New Orleans, La.—The Central Eltr. & Warehouse Co. on Oct. 16 brot suit against Thomas P. Doty for possession of the corn ledger and the trial balance of the company, which it is charged he has illegally removed from the eltrs. Recently the company charged Mr. Doty, who was formerly its assistant secy., with embezzlement. It is said that large quantities of corn in store had been loaned to the J. Rosenbaum Grain Co.; and the shortage is said to have developed when another eltr. was weighed up in January and turned over to the J. Rosenbaum Grain Co. The Central Eltr. & Warehouse Co. is another name for the Illinois Central Railroad Co. Mr. Doty says that when he resigned his position several months ago he obtained a clear receipt from the auditor of his accounts.

MARYLAND.

Hagerstown, Md.—D. A. Stickell, miller, is building a 25,000-bu. eltr.

Baltimore, Md.—The directors of the Chamber of Commerce have appointed a new weighing committee composed of I. J. Lederer, J. M. Dennis and J. W. Snyder.

Baltimore, Md.—The grain testing laboratory of the Bureau of Plant Industry of the Dept. of Agri. will have quarters in two rooms of the Chamber of Commerce building, which will be in charge of Professor Leslie W. Fitz, with C. A. Neale as assistant.

MICHIGAN.

Clio, Mich.—The Saginaw Milling Co., of Saginaw, has bot the eltr. of the Stockbridge Eltr. Co.

Chesaning, Mich.—The Chesaning Hardware & Implement Co. has opened a warehouse and will buy grain.

Williamston, Mich.—Scott Waldo, a former grain eltr. operator, died recently, while visiting in St. Louis, Mo.

Jeddo, Mich.—We do not get cars in which to ship, but have got so used to it that we don't mind it.—A. Bigger.

Petersburg, Mich.—The Amendt Milling Co., of Monroe, has bot the 25,000-bu. grain eltr. here of the Petersburg Milling Co.

Chelsea, Mich.—H. L. Wood & Co. have taken Archie B. Clark into partnership under the firm name of H. L. Wood & Clark.

Clare, Mich.—J. D. McLaren & Co., of Plymouth, Mich., have bought the warehouse of A. S. Rhoades, and will erect a grain eltr., to be equipped with bean picking machines.

Lawrence, Mich.—Lightning struck the plant of the Stockbridge Eltr. Co., and it was partially destroyed by fire. Insured. The company contemplates erecting a well equipped eltr.—W. E. Shelden of Jackson.

Eden, Mich.—Homer Whitney's eltr. collapsed Oct. 13, four of the six bins containing 3,600 bus. of wheat, beans and rye, breaking open, thoroly mixing the contents. Neighbors working with baskets

saved everything. Loss, \$400. The eltr. will be rebuilt.

MINNEAPOLIS.

The Archer-Daniels Linseed Co. is increasing the equipment of its oil mill from 40 to 50 presses.

L. T. Jamme and C. P. Jaffrey have been reappointed secy. and treas. of the Chamber of Commerce.

The Gould Eltr. Co. will erect a brick eltr. on a concrete foundation, 41x80 and 120 ft. high, costing \$35,000.

The Chamber of Commerce will choose an official grain sampler. The candidates are A. W. Gilbert and Kinsey Maxfield.

Grain sample tables on the floor of the Chamber of Commerce have been advanced in rental 50%, and now cost \$120 to \$150 per year.

T. Donohue & Co. have taken the mill feed, screenings and low grade flour branch of the Wisconsin Northern Grain Co., with offices in the Flour Exchange.

The Interstate Commerce Commission began a hearing here to-day on the intimate connections said to exist between railroad companies and eltr. proprietors.

W. O. Timmerman has resigned his position on board of appeals of the Chamber of Commerce since his election to directorship and H. G. Fertig has been nominated to fill the vacancy.

A belt conveyor gallery 400 ft. in length will be erected between the Electric Steel Eltr. and the oil mill of the Archer-Daniels Linseed Co., the latter having contracted with the eltr. company for storage.

The Delmar Eltr. Co. incorporated, \$100,000 capital stock; incorporators, L. S. Gillette, pres., G. M. Gillette, vice-pres., C. E. Thayer, treas., and G. A. Morris, secy. The company has bot and will operate L. T. Sowle's eltr., which is a 500,000-bu. working house and will handle coarse grain.

Increasing business has rendered necessary the construction of 3,000,000 bus. additional storage capacity in Minneapolis. The Washburn-Crosby Milling Co. has about completed work upon 600,000 bus. concrete storage; the Sheffield Eltr. Co. is erecting new tanks to its group "K" which will increase its storage room 500,000 bus. Steel tanks of 150,000 bus. capacity have recently been added by the Pioneer Steel Eltr. Co., increasing the capacity of the Pioneer Terminal to over 2,000,000 bus. J. A. Gould is building a working-house in north Minneapolis with the intention of adding a number of storage tanks in the course of a few months while the Lahart Eltr. has been enlarged 110,000 bus. "Regular" elevators in Minneapolis number 33, private houses 11.

MINNESOTA.

Lake Park, Minn.—The Federal Eltr. Co. will erect a 50,000-bu. eltr.

Benson, Minn.—E. E. Moores & Co. have bot the eltr. of the Hennepin Eltr. Co.

Melrose, Minn.—Borget & Meyer are a new firm who will operate Borgerding's eltr.

Dunbar, Minn.—F. Rollenhagen is erecting an eltr. Jacob Newbauer has the contract.

Canby, Minn.—L. I. Leeland, on account of his health, has retired from the eltr. business.

Buffalo, Minn.—The Farmers Eltr. Co.

has bot the eltr. and coal business of McIntire & Ingold.

Erhard, Minn.—The farmers have bot the eltr. of M. S. Amsden.—A. A. Koehnlein of Elizabeth.

Crookston, Minn.—The Crookston Milling Co. has bot the St. Anthony & Dakota Eltr. Co.'s eltr.

Long Prairie, Minn.—A. M. Wildman, a former eltr. agt., recently shot himself. He was 60 years of age.

Danube, Minn.—We have sold our eltr. here, to the Crown Eltr. Co., of Minneapolis.—H. H. Neuenberg & Co.

Minneiska, Minn.—George Seim of Elgin, has accepted the position as mgr. of the Western Eltr. Co.'s eltr. here.

Red Lake Falls, Minn.—The Red Lake Falls Milling Co. has purchased the eltr. of the Thorpe Eltr. Co. at Perault Station.

Silver Lake, Minn.—John Pokornorski will receive almost full amount of insurance, \$1,600, for his burned eltr., and will rebuild.

Brainerd, Minn.—The eltr. section of the Atlas flour mill was damaged by fire Oct. 16. The insurance on both mill and eltr. is \$7,000.

Courtenay, Minn.—The Woodworth Eltr. Co. is improving its eltr., nearly doubling its capacity, and installing a new gasoline engine.

Luverne, Minn.—The Davenport Eltr. Co. has entirely reconstructed its plant, using partly the timber of the old eltr. The new building will have capacity of 20,000 bus.—L. D.

Havana, Minn.—The eltr. owned by the Hastings Milling Co. and operated by the Pride Eltr. Co. burned Oct. 15. The fire is supposed to have been caused by sparks from a passing engine.

Mabel, Minn.—The Mabel Grain & Stock Co. has been organized with the following officers: T. R. Spande, pres., N. S. Nelson, vice pres., B. Jacobson, secy. and N. B. Spande, treas.

St. Paul, Minn.—Farmers, who are identified with the American Society of Equity, met here Oct. 17, and formed a state organization, the purpose of which is to raise the price of wheat.

Wylie, Minn.—The Great Northern Road has brot suit against the Farmers Mercantile & Eltr Co. to restrain the company from erecting the grain eltr. on its right of way, on which work was begun Oct. 8.

Elizabeth, Minn.—Maurin Bros. have bot of the Stewart Eltr. Co. the house purchased by the latter of the Jenkins Eltr. Co., and hereafter it will be known as the Elizabeth Eltr., with myself as agent.—A. A. Koehnlein.

St. Paul, Minn.—A suit for delinquent taxes on 30,000 bus. of wheat is being heard in the district court. The defendant, the Northwestern Eltr. Co., alleges that the grain was not its property, but only stored with it.

Little Falls, Minn.—The Northwestern Milling Co. has improved its plant, adding 10,000 bus. storage capacity, installing a 5-h. p. electric motor in the eltr. and an automatic grain scale in the mills. The company will now handle both wheat and coarse grains.

Duluth, Minn.—McGuire & Atwood soon will begin the recovery of the wheat that poured into the lake from the burning Peavey Eltr. The 100,000 bus. of wheat has been in the water for some months, and considerable interest is felt

in its salvage. The grain shud make very good feed.

Duluth, Minn.—The probable requirements of grain at this market from Aug. 1 to the close of navigation are about 60,000,000 bus. of all kinds. To get the grain this city is bidding $2\frac{1}{2}$ c over Minneapolis December for spot No. 1 northern, and $3\frac{1}{2}$ c over for November arrival.

MISSOURI.

St. Louis, Mo.—Edward B. Immer has engaged in the grain business on his own account.

St. Louis, Mo.—Curb traders have again been granted the privilege of using the pit of the Merchants Exchange.

Kansas City, Mo.—The Missouri Railroad & Warehouse Commissioners will meet here Oct. 26 to investigate the charges made by belt lines.

Kansas City, Mo.—This city was reached by the Interstate Commerce Commission Oct. 22 in its investigation of the relations between railroads and eltrs.

St. Joseph, Mo.—W. H. Harroun's trial on the charge of forgery was begun at Jefferson City Oct. 11, and referred to division No. 2 of the Supreme Court. He is said to have forged Bs/L on which loans were obtained from banks.

St. Louis, Mo.—Marshall Hall has been elected a director of the Merchants Exchange to succeed the late H. H. Wernse. John Wahl has been appointed on the honorary membership committee to fill the place of the late Corwin H. Spencer.

St. Louis, Mo.—The estate of the late Corwin H. Spencer, which has been filed for probate, will not exceed \$300,000. He was rated as possessing over \$1,000,000, but is believed to have suffered heavy losses in the stock market shortly before his death.

Kansas City, Mo.—A brazen attempt to have W. T. Redmon reinstated to membership in the Board of Trade before his 90 days' suspension expired has been made by the circulators of a petition, asking the directors to reopen the case. The directors decided they could do nothing, since no new evidence was presented.

St. Louis, Mo.—The foundation has been completed for the 21 barley storage tanks being erected by James Stewart & Co. for the Anheuser-Busch Brewing Ass'n. Bids had been asked for tile tanks, but after considering the merits of both materials the contract was let for concrete. The tanks will have 300,000 bus. capacity and are being erected in connection with a finely equipped new cleaning house.

NEBRASKA.

Calmar Siding, Neb.—Bell & McCune are building an eltr.

Stoddard, Neb.—We have bot J. M. Marsh's eltr.—Davey Bros.

Polk, Neb.—Wells-Hord Co. and Bell & McCune are erecting eltrs.

Jackson, Neb.—George Meisner's new eltr. was recently slightly damaged by fire.

Shickley, Neb.—G. W. Powell has taken charge of the eltr. of the Updike Grain Co.

Filley, Neb.—A. L. Stanhope is erecting another grain eltr. here, of 20,000 bus. capacity.

Clatonia, Neb.—The Farmers Eltr. Co. incorporated; \$8,000 capital stock; incorporators, Fred Damkroger, August Von-

derfecht, Henry Henke, Fred Henke and others.

Central City, Neb.—The T. B. Hord Grain Co. is building an eltr. of 40,000 bus. capacity.

Staplehurst, Neb.—I will build an eltr. of 15,000 bus. capacity this fall.—J. D. Lemmon.

Hordville, Neb.—The Lexington Milling Co. and the Wells-Hord Co. are erecting eltrs.

Ravenna, Neb.—The Central Granaries Co. will install a Hall Non-Chokable Boot in its eltr.

Polk, Neb.—The T. B. Hord Grain Co. is erecting an eltr. of 30,000 bus. capacity at this place.

Central City, Neb.—T. B. Hord & Co. will install two improved Hall Signaling Grain Distributors.

Sidney, Neb.—The Hayes-Eames Eltr. Co. of Lincoln will build an eltr. with capacity of 8,500 bus.

Shickley, Neb.—W. G. Betzle of Wilber has succeeded Mr. Laur as mgr. of the Nye-Schneider-Fowler Co.'s eltr.

Omaha, Neb.—The Interstate Commerce Commission held a session here in the federal court room Oct. 24.

Osceola, Neb.—We contemplate placing extensive improvements on our eltrs. here and at Shelby.—James Bell & Son.

Omaha, Neb.—The Millers Club of Nebraska has voted to disband on account of the feeling against trade ass'ns.

Polk, Neb.—Lexington Milling & Eltr. Co. is building an eltr. on the Stromsburg-Central City extension of the Union Pacific Ry.

Sumner, Neb.—I believe the Trans-Mississippi Grain Co. here intends to build new next year.—H. M. Updike, agt. Omaha Eltr. Co.

Omaha, Neb.—Clarence E. Giles, representing the Peavey Eltr. Co., has made formal application for membership in the Grain Exchange.

Humphrey, Neb.—The Crowell Lumber & Grain Co. will equip its eltr. at this point with an improved Hall Signaling Grain Distributor.

Barnston, Neb.—The Lincoln Grain Co. of Lincoln has bot the eltr. of the A. D. Spencer Grain Co. J. A. Spencer is in charge.—Wm. Townsend.

Omaha, Neb.—The Gate City Malt Co. will erect a brick malt house, 75x80 ft. and 3 stories high, costing \$40,000, and an eltr. costing about \$25,000.

Humphrey, Neb.—The Farmers Grain & Stock Co. has bot the Omaha Eltr. Co.'s plant and will be ready for business Nov. 12. A new secretary was recently elected.—R. P. Drake, secy.

Elba, Neb.—One wing of E. M. Brass' eltr. burst on the night of Oct. 9. This part of the house was 50 ft. high and nearly full of wheat. The railroad tracks were covered 6 ft. deep with wheat. As fast as cars could be obtained the grain was loaded and most of it saved.

Lincoln, Neb.—Frank Aubertine and J. F. Rae were in court Oct. 10 to answer charges that they had failed to pay the occupation tax on grain brokerage firms. The firms they represent, the Updike Grain Co. and W. C. Sunderland, will contest the collection of an occupation tax.

Fremont, Neb.—Suit to recover \$1,400 in elevation allowances has been brot against the Missouri Pacific R. R. Co. by the Nye-Schneider-Fowler Co. The grain

was loaded here and shipped to St. Louis. The company recently recovered \$177 overcharges on shipments of grain over the Union Pacific to Topeka, Kan. The road tried to collect the sum of locals thru Kansas City, tho the grain went direct.

Lincoln, Neb.—The Central Granaries Co. has defeated the attempt of Lancaster county to assess taxes on the amount of grain on hand April 1. The company's defense was that it had been assessed for the grain in a total valuation of \$336,735, representing its average capital employed in the grain business in the entire state. In deciding the suit recently the Supreme Court of the state held that the average capital method of assessment included grain, which therefore could not be again assessed.

OMAHA LETTER.

Local grain shippers are complaining of a scarcity of cars. Many eltrs. out in the state are full and cannot get cars to ship the grain.

An amendment is proposed to the rule of the Omaha Grain Exchange providing that regular and private eltrs. must report daily to the sec'y the amount of various kinds of contract grain received and discharged, and on each Monday the amount of each grade of contract grain in store at the close of the business of previous Saturday. It is proposed to relieve private eltrs. of these duties.

The local grain commission men have demanded of the Grain Exchange that the elevators be compelled to pay inspections and weighing charges on all grain they handle in Omaha. They say they pay these charges on every car of grain they sell, while the eltrs. ask inspections only on one car out of twenty, sending the other nineteen to other markets for inspection. The eltr. people are holding meetings to determine how far they will yield to the demands of the others.

Subpoenas have been served on two-thirds of the active members of the Omaha Grain Exchange to serve as witnesses at the grain trade investigation by the Interstate Commerce commission in Omaha October 24 and 25. Grain dealers from out in the state have been subpoenaed and also a number of local railroad officials. Tom Worrall, the Nebraska trust officer, is in the city, and it is rumored he has been summoned to tell the commission how much money he received for stopping his suit last spring.

Omaha grain commission men met Oct. 22 and formed an organization, electing Geo. C. Thompson chairman and E. C. Twamley sec'y, the purpose of the organization being to fight the railroads in the matter of alleged discriminatory switching and demurrage charges. The commission men charge that the Omaha Grain Exchange, evidently influenced by the line eltrs., does not zealously fight for the commission man's interest. A committee was appointed to wait on the directors of the Exchange asking them to take action to compel the railroads to abolish the alleged evils. In case this does not avail, the new organization is to push the fight. The main point of protest is the practice of the roads compelling orders for disposition of cars sometimes within six hours after notice of arrival is given.—R. A. M.

NEW ENGLAND.

Milton, Mass.—Samuel Gannett's hay, grain and flour store was burned Oct. 15, destroying the entire stock and causing a

loss of \$8,000. The fire started in the grain eltr. in the rear of the property.

Boston, Mass.—The Chapin Grain Co. incorporated; capital stock, \$10,000; incorporators, H. Merritt, Mattapan, and others.

Boston, Mass.—On account of the car shortage the sailing of steamers from this port is being delayed. At its date of sailing the steamer Cambrian, Oct. 19, had only 25,000 bus. of its 88,000 bus. of cargo aboard.

NEW YORK.

Cape Vincent, N. Y.—J. A. Scobell's eltr., erected about 40 years ago, burned Oct. 8. The loss, fully insured, is about \$5,000.

Norwich, N. Y.—The R. D. Eaton Eltr. & Grain Co. is building a 4-story addition covering ½ acre of ground. It will be constructed of concrete blocks.

Buffalo, N. Y.—A. T. Ward of the new firm of Townsend & Ward visited Chicago recently and arranged with the White-Rumsey Grain Co. and the Lasier & Hooper Co. to handle grain, oats principally, on brokerage.

Buffalo, N. Y.—The new plant of the American Malting Co. has nearly been completed by James Stewart & Co. The concrete storage tanks are up to full height, and the plant is expected to be in operation in 30 days.

New York, N. Y.—P. L. Lynch & Co. incorporated, \$25,000 capital stock. Incorporators, Patrick L. Lynch, George M. Lynch of New York and August Eggert of Hoboken, N. J. The company has succeeded P. C. Lynch & Co.

New York, N. Y.—Increases in the fees for the supervision of weights went into effect Sept. 29. The fees for the inspection of track weights were increased from 35 to 40 cents per carload. For inspection into regular warehouses the rate is increased from 25 to 40 cents per 1,000 bus. For inspection out from 25 to 40 cents per 1,000 bus. For out inspection and superintending at place of delivery of grain afloat (when requested) the rate is advanced from 25 to 40 cents per 1,000 bus.

BUFFALO LETTER.

The new Ontario Eltr. is in line for the winter storage business.

Over 100 cars of oats are coming in daily, to less than half that amount of all other grains.

Lake receipts of grain and flour are increasing, with the amounts to date in excess of the two former seasons and up to the average of the past eight or ten seasons. Lake Michigan does not furnish the amount of grain by lake that it used to, as the rail lines are sharp competitors.

While winter wheat is coming in for inspection much more freely than for the past year or two, it is still a small trade, with not much prospect of increase. State millers are again depending on the state white and red winter wheat crops, especially as they have crowded the prices to farmers down several cents below the price of western winter wheat of the same value.

Removals from the older offices in the Chamber of Commerce to new and elegant ones in the new addition are hardly begun yet. The number of grain dealers who are making the change, taking more space as well as paying for better accommodations, shows that there is money somewhere in grain, though there is much

complaint of the state of the market.—J. C.

NORTH DAKOTA.

Mercer, N. D.—Andrews & Gage will build an eltr. here.

Bergen, N. D.—Nelson Bros. have built an eltr.—H. M. Heggen.

Kramer, N. D.—H. B. Kortgaard will erect an eltr. next spring.

Glover, N. D.—Glover & Son have completed their 65,000 bu. eltr.

Marion, N. D.—D. S. B. Johnston & Co. have completed a large eltr.

Lisbon, N. D.—The Great Western Elevator Co. will build another eltr.

Cando, N. D.—The Cando Eltr. Co. is building a 35,000-bu. addition to its eltr.

Napoleon, N. D.—The Owen Eltr. Co. of Minneapolis has succeeded Anderson Bros.

Devils Lake, N. D.—The Farmers Mill & Eltr. Ass'n is building an addition to its eltr.

Hurd Sta., Sams P. O., N. D.—County Commissioner Grant will build another eltr. next season.

Drake, N. D.—Groves & Steinekopf, of Buffalo Lake, Minn., are erecting a 25,000-bu. eltr. at this place.

New Rockford, N. D.—The Consolidated Eltr. Co. is contemplating the erection of a 40,000-bu. eltr. addition.

Turtle Lake, N. D.—Andrews & Gage are erecting a large eltr. The Consolidated Construction Co. is building it.

Bartlett, N. D.—A. M. Enney of Lansing, Minn., has succeeded O. T. Simmons as mgr. for the National Eltr. Co.

Churchs Ferry, N. D.—W. W. Williams, while painting on an eltr., fell from a height of 35 ft., spraining one foot and sustaining bruises.

New Rockford, N. D.—The Monarch Eltr. Co.'s eltr. sprung a leak recently, letting out 2,500 bus. of flaxseed, of which 600 bus. was lost.

Steele, N. D.—A. A. Mansfield, employed in constructing the eltr. of the Western Eltr. Co., fell from the top of the building to the ground, a distance of about 40 ft., escaping injury.

Edmore, N. D.—Two eltrs., belonging to the Minneapolis & Northern Eltr. Co. and the Farmers Eltr. Co., each containing 40,000 bus. of grain, burned Oct. 9. Loss about \$50,000. Insurance on Farmers Eltr. and grain, \$24,500.

Venturia, N. D.—The Venturia Mercantile Co. incorporated, capital stock \$10,000; incorporators, C. C. Hammond, John Geizler, John Lippert and Daniel Moech. The company has completed an eltr.

Kramer, N. D.—Carl Broderson, the former mgr. of the Carry & McDermont Eltr. Co., has purchased John Carry's interest in that firm, which will be known as the McDermont-Broderson Eltr. Co. The company owns eltrs. in Tunbridge and Granville.

OHIO.

Rochester, O.—A. F. Morgan has succeeded C. C. Curry.

Toledo, O.—G. L. Harris has organized the G. L. Harris Co.

Lewiston, O.—A. C. House has succeeded Robb & House.

Cleveland, O.—The Edward A. Williams Grain Co. incorporated; capital stock

\$5,000; incorporators, Edward A. Williams and others.

Trotwood, O.—G. W. Minnich has succeeded Minnich & Swank.

Beach City, O.—W. J. Putnam has been succeeded by W. M. Seifer.

Glenmore, O.—The Glenmore Grain Co. has succeeded Dudley & Co.

Versailles, O.—W. C. Hile has installed a Beall Rotating Corn Cleaner.

Pleasantville, O.—E. E. Woolley has succeeded Stewart, Woolley & Hemply.

Chicago Junction, O.—A. H. Richards has succeeded the Heyman Milling Co.

Cleveland, O.—The Ohio Reserve Grain Co. reincorporated; \$200,000 capital stock.

Johnstown, O.—John R. Alsdorf has succeeded Alsdorf, McConnell & Schrader.

Gilboa, O.—N. F. Dean is again operating the eltr. which he had sold to J. D. Gable.

La Rue, O.—The La Rue Grain & Eltr. Co. has closed its eltr. and discontinued its business.

Dawn, O.—Wm. Davison, whose eltr. recently burned, is planning to rebuild in the near future.

Bellevue, O.—The Buckingham Grain & Seed Co. has succeeded the Fangbner Grain & Seed Co.

Octa, O.—The Miami Grain Co. has sold its eltr. to a lawyer, Judge Hawes, as the Octa Grain Co.

Chickasaw, O.—The Chickasaw Grain & Milling Co. has succeeded J. M. Deweese of Montezuma, O.

Grants, O.—Sneath & Cunningham will operate the eltr. on the Big 4. J. A. Weber will manage the plant.

Corwin, O.—Henry Jay has sold his eltr. on the Penn. R. R. to O. W. Bishop, formerly of Williamsport, Ind.

Uniopolis, O.—The Rinehart Grn. Co. on Oct. 11 purchased the eltr. of the McMorran Bros. Co. of St. Paris, O.

Ansonia, O.—Geo. W. Poling is no longer in the grain business. The eltr. is now operated by J. W. Hufnagle.

Urbana, O.—Stephen B. Payne, who died Sept. 2, was 82 years of age and had been in the grain business over 40 years.

Bookwalter, O.—The eltr. here, formerly operated by Tingley Bros. & Co., is not now in operation, being in the hands of trustees.

Circleville, O.—Chas. M. Rife is now operating the old Jackson Eltr. on the N. & W., also the Dunlap Eltr. on the N. & W. R. R., at Hayesville.

Cincinnati, O.—Grain receivers held a meeting Oct. 19 to consider the establishment of uniform commission charges by the Chamber of Commerce.

Glenville, O.—The Lake Shore Eltr. Co., whose eltr. burned, moved Oct. 15 from its temporary quarters to its new eltr. on the L. S. & M. S. Ry.

Bucyrus, O.—Zeigler & Co., flour mill proprietors, will construct a brick eltr. costing about \$4,000. Work will be begun in the late fall or early spring.

Rosewood, O.—Geo. Stephenson of Sidney has bot the eltr. on the D. T. & I., formerly operated by Ed. Buroker, who has quit the business two years since.

Cincinnati, O.—Pres. Sadler of the Chamber of Commerce on Oct. 4 appointed Robert W. Crowthers, O. G. Fetter and Chas. Heidrich as a special committee of the board of directors to investigate and

report on the case of the Union Grain & Hay Co., involving the sale of a car of oats for the Armour Grain Co.

London, O.—R. F. Chenoweth's grain eltr. on the Big Four has been turned over to three trustees and is being operated by his former partner, Rea Chenoweth.

Bowersville, O.—The Miami Grain Co. is rebuilding its eltr., burned some time ago. A 40-h.p. steam engine will be installed, and the new house will have 20,000 bus. capacity.

Deshler, O.—J. W. Cottingham has withdrawn from the firm of Cottingham & Franklin. C. W. Franklin has succeeded to the business and a brother, Claude Franklin, will manage the station as heretofore.

St. Mary's, O.—S. Van Steenburg's eltr., which was bot by C. H. Widener & Co. some time ago, has been sold to McMorran Bros. Co. of St. Paris; possession was given Oct. 20. O. S. Brecount will manage the plant.

Columbus, O.—Shippers of coal and other commodities are warning their clerks against underbidding weights, on account of the penalty of \$5,000 and imprisonment imposed by the rate law for attempted false report of the weight, false classification or other device.

Hamler, O.—Fred G. Arps, who was formerly in the grain business at Malienta, is erecting a steel eltr. at Fisher's Spur, 4 miles north of Hamler on the D. T. & I. Ry. The house will have 6 bins, square, 2 hopper bottom and 4 flat bottom. The concrete foundation is in, and Joseph Welfie has the contract for the steel structure.

New Carlisle, O.—I have sold my eltr. to J. B. Peffy of Pittsburg, O., and will give possession about Nov. 10. I have had a very satisfactory and increasing business since I came here, but physically I cannot stand the grain business, and will engage in the manufacture of the American Grain Drill at Marion, Ind.—J. F. Plice.

Columbus, O.—The Tri-State Milling Co., of Nashville, Tenn., which is composed of A. P. Youngblood, J. Youngblood, Chas. Martin, E. E. Schultz and V. S. Tupper, is sending postal cards to regular grain dealers of Ohio to the effect that the Ohio Grain Dealers Ass'n has furnished it a list. The ass'n sec'y denies that he has supplied any list to the company and resents the effort of the Tri-State Milling Co. to gain the confidence of wheat shippers of Ohio through an unauthorized use of the name of the ass'n. Why should it be necessary for the company to use the name of the ass'n?

Marion, O.—The host of friends of Chas. B. Jenkins, grain dealer and miller, will regret to learn that he has decided to sever his connection with the Marion Grain & Milling Co. and, for a time, will give his attention to the organization of the State Millers Mutual Fire Insurance Co., of which he has been elected sec'y. Mr. Jenkins began as a bookkeeper for the Marion Co. in September, '94, and when the present corporation was organized in 1897 he was made manager and treas., which position he has held since. The stockholders were anxious to retain the services of Mr. Jenkins, but his earnest desire to engage in business on his own account forbade his accepting their very attractive offers. He has long nursed the desire to engage in the grain eltr. and mill brokerage business and now proposes

to gratify that desire, and, at the same time, help some of the would-be buyers and sellers to get together. Mr. Jenkins has served the Ohio Grain Dealers Ass'n as pres.; he was also first pres. of the Ohio Shippers Ass'n, and now is sec'y and treas. of the Ohio Millers Ass'n. He has long been an enthusiastic member of the Marion Commercial Club, and those who know him well have recognized in him one of the original apostles of the square deal in all business transactions and especially his own. He will conduct his brokerage business under the name Buckeye Brokerage Co., C. B. Jenkins, manager.

Xenia, O.—A local ass'n of grain dealers was organized at a meeting in the Depot hotel here Oct. 22, called by J. W. McCord, sec'y. of the Ohio Grain Dealers Ass'n. About 22 firms were represented, from portions of Greene, Clinton, Fayette, Clark and Warren Counties, within a radius of 35 miles of Xenia. All but two of the firms present voted to organize, and the details were left to a special committee of three to formulate a constitution and by-laws, and place officers in nomination. Prospects are encouraging for the organization of a good local ass'n in a territory, which in the past has long suffered for the want of organization. The organization will be perfected at a meeting to be held at Washington C. H. on Monday, Oct. 29.

OHIO LETTER.

Rossburg, O.—Ross, Beam & Son have succeeded Daniel Burns.

Blanchester, O.—The Dewey Bros. Co. is building a 10,000-bu. elevator on the site of the warehouse which burned recently.

Donnelsville, O.—W. W. Morris is installing a crusher and a burr mill in a solid concrete addition detached 18 inches from his eltr.

Quincy, O.—J. E. Wells & Co. will install a loading hopper in top of their eltr., which will allow sufficient fall to load direct into the cars.

Union City, O.—The John Parent Co. recently installed a 25-h.p. gas engine in brick engine room attached to their boiler house, to be used as auxiliary power.

New Weston, O.—J. & J. Leas are building an addition to their eltr. to cost about \$1,000. This is the second time they have increased the capacity since the eltr. was purchased in March, 1904.

Farnham, O.—L. L. Case has rebuilt his eltr. and also the corn drier, which was the cause of his eltr. being destroyed by fire. This time, however, the drier is constructed entirely of steel, instead of wood.

Uniopolis, O.—The Rinehart Grain Co. will install a grinder in their elevator and expect to do considerable grinding for their trade. They formerly operated a flour mill at this point, which burned in July, 1905.

Circleville, O.—The Heffner Mfg. Co. is rebuilding its cob meal plant, which burned recently. They will also have an up to date eltr. of about 40,000 bus. capacity, which is being constructed adjoining the mill.

Tiffin, O.—The Sneath-Cunningham Co., recently incorporated, has succeeded the firm of Sneath & Cunningham. This corporation controls the grain business in 32 eltrs. at points in Seneca, Crawford, Wyandot, Hardin and Hancock counties.

Rossburg, O.—Both the railroad station and postoffice at this point are now named

Rosburg. Formerly it was Rossville, Hagerman P. O. Daniel Burns, for a number of years in the grain business here, is Democratic candidate for county treasurer in this (Darke) county.

Broughton, O.—The new eltr. of John Wickenhiser Co. is rapidly nearing completion. This will be a model eltr. of somewhat smaller capacity than the one which burned last January. The old one was exposed by other buildings, which caught fire and burned it. There will be no other buildings exposing the new one.

Russia, O.—The eltr. at this point is not operated by a co-operative Co., as erroneously stated in certain other publications. It is operated under the trade name of Russia Grain Co., and, like the eltr. at Versailles, O., formerly owned by Jos. Manier, Sr., and Gephart & Hile and now operated under name of Versailles Grain Co., is the property of Jos. Manier, Sr., J. F. Gephart and George H. Worch. —O.

OKLAHOMA

Hardy, Okla.—H. D. Towner has erected a 10,000-bu. eltr.

Woodward, Okla.—Broom corn growers are organizing an ass'n to control the price of the brush.

El Reno, Okla.—We have sold our eltrs. at Minco, Hennessey, Billings, Fairmont and Douglas.—El Reno Mill & Eltr. Co.

Stillwater, Okla.—Perry Cheatham's mill and eltr. burned Oct. 11. Loss, \$3,500; insurance, \$2,500 on building and \$500 on stock.

Hastings, Okla.—We gave up the grain business more than a year ago, to devote our time to hardware and implements exclusively.—Hearn & Scott.

Oklahoma City, Okla.—The Orient Grain Co. was dissolved 18 months ago and at the present time owns no eltrs.—Oklahoma City Mill & Eltr. Co.

Calumet, Okla.—The Farmers Grain Co. incorporated, capital stock \$2,000; incorporators, J. R. Baker, E. M. Armstrong, J. E. Carlisle, G. T. Wilson and Robert Crowley.

Byron, Okla.—The eltr. at this place formerly operated by the Poorman Milling Co., of Anthony, Kan., now is conducted by the Kramer Milling Co., of Wellington, Kan.

Guthrie, Okla.—Atty-Gen. W. O. Cromwell on Oct. 10 began suit for an injunction against the Rock Island R. R. Co. and other roads operating in the territory to restrain them from maintaining an alleged arbitrary rate on wheat and corn shipments.

The stock companies' lobby is already at work trying to secure legislation which will give them a monopoly of the fire insurance business in the new state. If the property owners are alive to their own interests, they will see to it that laws are enacted which will insure an open field for all.

Next month the president of the Grain Dealers National Insurance Co., H. N. Knight, will visit Oklahoma and confer with leading citizens on the subject of legislation needed to promote and protect the best interests of the property owners of the new state who desire reliable insurance.

The stock fire insurance companies are striving to have provisions incorporated in Oklahoma's new constitution which will virtually bar mutual fire insurance com-

panies from doing business in the state. Property owners who desire reliable insurance at cost should see to it that all responsible companies, whether mutual or stock, be given an equal show, which will insure their obtaining good insurance at low cost.

It is very evident that agents of the stock companies have been after Insurance Commissioner Filson of Oklahoma, who announces that after Dec. 31 he will subject all farmers' mutual insurance companies to the exact requirements of the laws. The stock companies have secured legislation in many of the older states prejudicial to mutual fire insurance companies and no doubt will bar all competition in Oklahoma if possible.

Kingfisher, Okla.—A candidate for the nomination to the constitutional convention has sought political capital by a demand upon the county attorney for prosecution of all the local grain firms, coal and lumber dealers and millers. At his behest complaint was filed by the county attorney, and the court on Oct. 9 enjoined the firms from illegal action in this city. The politician alleges that the firms have conspired to control the price of grain, flour and kerosene. Such attempts to get into office by vilifying legitimate merchants are opposed by all good citizens, and end in the defeat of the politician who resorts to foul means.

Oklahoma property owners can best promote and protect their common interests by adopting the insurance laws of Ohio, which affect the organization of mutual fire insurance companies and the admission of outside mutual companies. The Ohio laws are recommended because they have been in force a number of years and have stood the test of time. The Buckeye State has none but good mutual companies, some of which are over fifty years old. Its laws provide citizens of the state with an abundance of reliable insurance and sufficient competition to keep the rate at a reasonable figure. It is much easier to have laws made right in the first place than to secure their change.

Enid, Okla.—J. J. Cunningham, general freight agent of the Denver, Enid & Gulf, while testifying in the court house in the suit of Oklahoma against the Rock Island railway, charging arbitrary freight rates, stated that export rates on wheat and corn are higher in Oklahoma than outside in any direction, that in one instance where the distance between towns is one and one-half miles the difference in rates is 11½¢. He said that the export rate from Ryan to Galveston, 300 miles, is 15¢, while from Lawton, 60 miles further, the rate is 28 cents. From Waurika the rate is 16 cents, while from El Reno, 100 miles farther, the rate increases 14 cents. This increase is maintained all along the line to Kansas, where the rate drops 2 cents, although the distance is more than 100 miles farther. He stated that when the Rock Island and Santa Fe entered the territory they put the rates up and new roads coming in since had not seen fit to reduce them.

OREGON.

Baker City, Ore.—Kerr, Gifford & Co., of Portland, have established an office here. Their agt. is J. E. Williams.

Portland, Ore.—The grain standards committee of the Chamber of Commerce on Oct. 8 agreed upon the standard weights for the 1906 crop, as follows: Club, 58 pounds; bluestem, 58 pounds; red Walla Walla, 57½ pounds; fife, 58 pounds;

Protect yourself against loss of grain by leakage in transit by using the

KENNEDY PATENT PAPER CAR LINER

Effective, cheap.

Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.

Patentee and Manufacturer

BEALL ROTATING CORN CLEANERS

Do Not Shake.

Do Not Waste Grain.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

NO BACK PRESSURE

Saves Waste of Energy
Loss of Power



ALL STEEL

You Cannot Handle Fine Dust
With Back Pressure

THE KNICKERBOCKER CO.

JACKSON, MICHIGAN

oats, 35 pounds; brewing barley, 46 pounds; feed barley, 40 pounds. These weights for the different varieties of wheat are all one pound less than the standard of last year. The oats standard is unchanged. Brewing barley is one pound less and feed barley two or three pounds less.

Portland, Ore.—One of the dock proprietors has yielded to the demands of the grain handlers for an increase to 40c an hour, but the exporters are standing firm, employing men from other cities, who are housed in a steamer chartered for the purpose by Balfour, Guthrie & Co. and Kerr, Gifford & Co. Mr. Lombard says "the demands of the strikers are just, and any demand for an increase in wages where the men have worked for years at a certain scale should be granted by the employers, providing, of course, that the circumstances and business are such that the increase can be granted without a loss to them. My stand led to a disagreement between Mr. Lewis and myself, and when he broached the subject of dissolving partnership I readily agreed. I intend going it alone in the future. I am not an exporter and am merely acting as agent for the independent grain dealers." Mr. Lombard's former partners are resisting the advance.

PENNSYLVANIA.

Newcastle, Pa.—We have decided to abolish our office here, and will be located only at Amboy, Ind.—C. H. Ferver's Sons.

Scotland, Pa.—John Ickes, of near Shippensburg, has purchased the eltr. of Senator Alex. Stewart and will take possession Nov. 1.

Pittsburg, Pa.—A freight elevator in the warehouse of D. G. Stewart & Geidel collapsed Oct. 17, killing Adam Rhogus and seriously injuring Jacob Thayer.

West Brownsville, Pa.—C. T. Chamberlin, who at one time ran the flour mills in Brownsville, which were burned, has erected an eltr. and will enter the grain business.

Philadelphia, Pa.—D. J. Sullivan, formerly connected with Hancock & Co., has gone into the grain business on his own account and applied for a Commercial Exchange membership.

PHILADELPHIA LETTER.

Wheat rules firm as well as corn and oats of the best quality.

Work on the 30-foot channel in the Delaware river will begin at once.

Fine cob corn is making its appearance in the market and commands 46 cents a bu.

Car shortage on the western trunk lines continues to cause much dissatisfaction among the grain men.

James A. Lynn, who died Oct. 18, for some years was connected with the grain inspection department of the Commercial Exchange.

John C. Wilson suffered a severe loss by fire recently at his feed and hay stores. No insurance. Mr. Wilson intends erecting a fire proof building.

The postal card vote which has decided Niagara Falls as the next meeting place of the National Hay Ass'n, was liberally and unanimously supported by the hay trade of the city.—S. R. E.

SOUTH DAKOTA.

Cortlandt, S. D.—The Imperial Eltr. Co. will construct an eltr. on the M. & St.

L. Ry.—E. H. Prescott, agt., Victoria Eltr. Co.

Bard, S. D.—A. H. Betts has erected an eltr.—F. L. Moyer.

Winfred, S. D.—W. I. Lee is building an addition to his eltr.

Volga, S. D.—James Christie will erect an eltr. 16x32 in connection with his mill.

Loomis, S. D.—The Truax & Betts Eltr. Co. is building an addition to its eltr.

Aberdeen, S. D.—The H. Poehler Co., of Minneapolis, is erecting a 25,000-bu. eltr.

Aberdeen, S. D.—J. F. H. Kelley is erecting another eltr., with capacity of 20,000 bus.

Butler, S. D.—The McCaull-Webster Eltr. Co.'s lumber yard burned Oct. 8. Loss \$5,000.

Yankton, S. D.—Gerard Smith has succeeded C. E. Jones as mgr. for the Hawkeye Eltr. Co.

Mitchell, S. D.—I have built an eltr. adjoining my warehouse and installed a 9-h.p. gasoline engine.—F. L. Moyer.

Randolph, S. D.—J. Lutz, former mgr. for the Farmers Eltr. Co., has taken charge of the Great Western Co.'s eltr.

Salem, S. D.—J. F. Starke has applied to the C. & N. W. Ry. for a station on his place. If the petition is granted he will erect a grain eltr. and coal houses.

Menno, S. D.—Charles Zehnpenning of Parkston has bought a half interest in one of J. J. Decker's houses. Mr. Zehnpenning will be mgr. and Fred Heiser buyer.

Mitchell, S. D.—The North & South Dakota Eltr. Co. incorporated; \$100,000 capital stock. Pres., James Carlin of Armour; vice pres., H. H. Dwight of Sioux City; secy. treas., A. A. Truax of Mitchell.

Salem, S. D.—The Peavey Eltr. Co.'s eltr., containing 12,000 bus. of grain, burned Oct. 13, causing a loss of about \$8,500. The fire is supposed to have started under the office. The company will rebuild at once.

Monroe, S. D.—T. J. Ryan, of Alcester, has succeeded the Interstate Eltr. Co. E. Curtis will remain as buyer. J. T. Scroggs, of Beresford, has succeeded C. W. Thompson. J. H. Schlicht is buyer.—C. Van De Water, agt., Western Eltr. Co.

SOUTH DAKOTA LETTER.

Geddes.—C. W. Lindell's 20,000-bu. eltr. is fast nearing completion.

Garretson.—The eltr. of E. A. Brown, now building, will have a capacity of 20,000 bus.

Freeman.—Dewald & Walter have given an eltr. here and \$5,000 to A. A. Truax, of Mitchell, for his eltrs. at Lennox and Dolton. They still retain a large plant at this station.

Canastota.—The Canova Grain Co., of Canova, proprietor of 4 eltrs. on the C. & N. W. Ry., has changed its plant here from horse to gasoline power, installing a 6-h.p. Foos Engine.

Dolton.—The eltrs. of A. A. Truax and the Reliance Eltr. Co., recently burned, have been rebuilt and were ready to receive grain Oct. 15. Gasoline power has replaced the horse power of the old eltrs.

Avon.—H. H. Dwight has installed a 6-h.p. International Harvester Gasoline Engine to replace horse power. It is reported that J. H. Dickson of Scotland has a site here and will build in the spring.

The car shortage is on now full force.

There have been about three weeks of good threshing weather and grain has been moving freely almost all over the state. Some parts, such as on the line from Marion Junction south, it has been so wet that very little threshing has been done; but, as a rule, eltrs. thruout the state are filling rapidly or are blocked. An occasional car is all one gets except at competitive points, where conditions are a little better. Dealers look for a continuation of this state of blockade for at least 6 months.—L. D.

SOUTHEAST.

Mobile, Ala.—The Dixie Grain Co. recently suffered loss by the flood.

Huntington, W. Va.—We have succeeded the Aleshire-Neville Co.—The H. W. Aleshire Co.

Jacksonville, Fla.—We have succeeded Candlish & Rosser.—Rosser & Fitch, merchandise brokers.

Columbus, Ga.—The Board of Trade contemplates organizing a grain and cotton exchange with leased wire connections to leading markets.

Farmington, Del.—Little interest is taken in the grain business in this section and altogether the year will close with unfavorable results to both grower and dealer.—C. H. Simmons.

Augusta, Ga.—The Augusta Stock Exchange, a branch of a Cincinnati grain and stock bucket-shop, suspended business Oct. 10, rather than pay profits to a number of customers who ordered trades closed.

Norfolk, Va.—J. M. Gwaltney & Co. contemplate building a large warehouse. The Dabney Brokerage Co. is erecting a large warehouse. Harmon Smith & Co. is a new firm lately organized.—E. B. Hodges & Co.

Birmingham, Ala.—Legitimate brokers are undisturbed in the anti bucket-shop campaign, the court having ruled that the city has no authority to forbid the posting of market quotations in offices where the parties intend to receive or deliver the commodity sold.

Jacksonville, Fla.—The Vinzant & Albrecht Co. has purchased the stock of Goffin & Morton Co. and is now occupying the former quarters of the latter firm. They are contemplating reincorporation with \$50,000 capital stock and W. D. Vinzant, pres., E. C. Huntington, vice-pres., E. M. Iseman, secy. and G. T. Albrecht, treas.

TENNESSEE.

Union City, Tenn.—The Hardy Grain Co.'s warehouse, burned Sept. 1, will be replaced within three months by a house with capacity of 400 tons.

Nashville, Tenn.—J. H. Wilkes, senior member of the firm J. H. Wilkes & Co., was thrown from his buggy, recently, breaking his arm and collar bone.

Nashville, Tenn.—The American Grocery & Feed Co., incorporated, to do business in Davidson County. Capital stock, \$5,000. Incorporators, W. A. Hinton, E. F. Pool, J. M. Stratton, C. W. Stevenson and A. P. Ottarson.

Columbia, Tenn.—The warehouse of the Columbia Mercantile Warehouse Co. was burned Oct. 10, with about 17,000 bus. of wheat. The insurance on the building is \$8,000 and that on the grain and feed \$14,000.

Nashville, Tenn.—The grain market has been rather quiet here for the past two weeks but the outlook is now better and

it is expected to gradually grow stronger. Grain and hay are coming in in large quantities and the trade is well supplied. Dealers are receiving quantities of western wheat as soft wheat has been practically exhausted.—V. S.

TEXAS.

Houston, Tex.—The Reader International Grain Co. incorporated, \$20,000 capital stock; incorporators, Jake C. Reader, Jesse Andrews and G. A. Mistrot. The company will operate a grain mill.

Beaumont, Tex.—Judge Wheat of Jefferson county has declared the Texas law providing for inspection of feedstuffs and grain to be unconstitutional. The decision leaves the rice mills free to dispose of their by product, hulls and dust.

WASHINGTON.

Plaza, Wash.—Grain handlers here recently demanded 50c per day advance in wages, which was granted.

Prescott, Wash.—The North Pacific Flouring Mills Co., a branch of the Portland Flouring Mills Co., is erecting a warehouse to accommodate 50,000 sacks of grain.

WASHINGTON LETTER.

Washutuna, Wash.—The car famine continues at this shipping point and wheat is being piled outside of the warehouses. Growers are selling their wheat in large quantities, 47 per cent of it being prime milling wheat.

Anacortes, Wash.—Grain shipments to this place are on the increase daily and it is expected that they will continue large for some time. Warehouses are fast filling up and additional facilities will have to be provided in order to properly handle the grain.

The embargo against grain shipments from the Inland Empire which was issued two weeks ago by the O., R. & N. Co. when the grain handlers went on a strike at this port has been lifted; and the grain crop of eastern Oregon and Washington, which has not already been diverted to Puget Sound will come to Portland.

Seattle, Wash.—Trouble with the longshoremen and grain handlers in Portland has resulted in the sending to Seattle of ships which were to have taken on their cargoes at the Willamette River docks. The Exporters Ass'n of Portland has announced that all grain ships going to Portland light will be diverted to Puget Sound.

An indication of the transformation of the country near Republic in Eastern Washington from a mining region to one of agriculture is given by the fact that the Gt. Northern has just announced a rate on grain car lots from that point to the Sound. This is the first rate ever given. Between 300,000 and 400,000 bushels of grain will be ready for export.

Seattle, Wash.—British full rigged ship Talus reached this port Oct. 5 and was docked at the Great Northern Eltrs. at Smith's Cove. She is the first vessel to take on a cargo of wheat this season. Shippers state that the indication for the wheat season this year are good and that if the grain keeps coming in as it is now the Puget Sound shipments this season will make a record.

Olympia, Wash.—The state board of control has under consideration the increasing of the capacity of the jute mill at the state penitentiary. It is estimated that if the mill's capacity is doubled and authority is given by law to place the

bags on sale at different places in the state instead of exclusively at the penitentiary, bags can be manufactured and sold to supply about 1-3 of the total demand of the state and that at a cost of probably 40 per cent less.

Olympia, Wash.—In an opinion given State Grain Inspector Arrasmith Atty. Gen. Atkinson holds that certificates of inspection on grain under the state grain inspection laws should be furnished only to those directly interested in the grain instead of to anyone who may apply. What inspired the opinion is not definitely known, but it appears that the warehousemen of Eastern Washington have been accustomed to asking for certificate of inspection of car loads of grain which had passed entirely out of their hands, but the consignees of Tacoma have lately objected to giving certificates to them.

Hatton, Wash.—The Farmers' Grain & Supply Co., which built the first eltr for handling grain in bulk, states that so large is the quantity of wheat being received daily that extra help had to be employed. In the early part of the grain buying season before the eltr. was in operation, it was feared that the price for bulk wheat would be 3 to 4 cents per bu. less than the price paid by other warehouses here. For the reason that bulk wheat is docked 3 to 4 cents a bu. by large grain buyers on the coast. However, regular market prices is being paid at the eltr. Funds for building the eltrs. at Cunningham and this place have been supplied by local capital.—H. K.

WISCONSIN.

Brillion, Wis.—L. H. Pieper has bot the eltr. of L. H. Behnke & Son and will devote himself entirely to grain business, having sold his store.

Duluth, Wis.—George S. Barnes of Minneapolis, a former Duluth grain man, has sold his Board of Trade membership for \$3,800, the largest amount ever paid for a membership here.

Oconto, Wis.—George Cota and Ed Raby have formed a partnership and will occupy the warehouse, formerly owned by the late Ed Cota. George Cota is mgr. and Mr. Raby, buyer.

Milwaukee, Wis.—The Angus Smith Eltr. Co. has sold eltrs. A and B, having a capacity of 850,000 and 1,000,000 bus. respectively, to the Chicago & Northwestern Ry., which it is said will improve and operate the houses.

Greenleaf, Wis.—The charge against David Patterson of embezzlement of \$2,271 from the Cargill Grain Co., for whom he was manager, was dismissed after the assistant district attorney failed to find sufficient evidence.

Milwaukee, Wis.—Certain Milwaukee securities will be bot and sold on the floor of the Chamber of Commerce, the directors on Oct. 9 having authorized a call of the shares of several industrial, manufacturing and mining corporations.

Milwaukee, Wis.—The Chamber of Commerce adopted amendments to its rules for grading Oct. 17, to place this market on a parity with Chicago. The grades of hard winter wheat and clipped white oats are changed; and grades of No. 4 yellow corn, and Nos. 3 and 4 hard winter wheat are added.

Osceola, Wis.—The state railroad commission recently decided in favor of the Osceola Milling Co. and against the Soo Ry. in the application of the former for a switch. The company offered to build the switch if the road would permit con-

Patent office record Nos. 592691 and 820680 cover the only legal patented

Gravity Grain Purifier
on record and on the market.

Write to D. H. Stühr, Davenport, Ia.



The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeves, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

BEALL ROTATING CORN CLEANERS

Thoroughly clean corn and cobs from sheller, shelled corn, oats or wheat. Guaranteed superior.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.



Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them

down, roll them up and stow them away for some other time. Write for prices, etc.

THE DENNING WIRE & FENCE CO.

Cedar Rapids, : : Iowa



WAGON LOAD GRAIN TABLES Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound basis.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 65, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30 1/2 cents, in 1/2 cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL
255 La Salle Street : : Chicago, Ill.

Supply Trade

M. Rowe has formed a partnership with O. A. Nubson under the firm name of Rowe & Nubson, to build elevators.

The American Grain Meter Co. has removed to new quarters to provide the room needed for its increasing business.

The Avery Scale Co. has taken an Illinois charter. Its capital stock in Wisconsin is \$125,000 and in Illinois nominally \$500.

The Foos Gas Engine Co. has installed four large machine tools recently. Its sales of engines thus far this year show an increase over last year of over 50 per cent.

There are too many "quitters" in the advertising world. One or two or three or half a dozen ads do not seem to pay and they let up before the law of Suggestion, coupled with the law of Repetition, has had a chance to do its work.

The N. P. Bowsher Co. reports shipments for September and October the heaviest in the company's history. On account of the short hay crop and abundant corn harvest the grinding of feed already is being greatly stimulated, enlarging the demand for Bowsher Mills. The company is stacking up liberal supplies of iron, coal, coke and lumber.

The many patrons of H. W. Caldwell & Son Co. will not be discommoded or inconvenienced in the least by reason of the recent fire in their foundry, as the walls of the building were left intact, the cupola is unharmed, the blower all right and the large traveling crane is in such shape as to permit the foundry to start again in short order. Consequently they are filling their orders with usual promptness. The foundry was the only part of the plant damaged and it will soon be placed under cover again.

Poor advertising has been appropriately likened to poor oratory. If you hire the best auditorium in the country and put an incapable orator on the platform to espouse a worthy cause, you score a distinct failure. No matter how complete his grasp of the subject, unless he can so expound it as to arouse the interest and win the sympathy of his hearers, he will make few converts. The advertiser who makes use of a good medium and is disappointed with the results can invariably trace the blame to the character of his ad.

Mr. Sheldon, of scientific salesmanship fame, tells of a boyhood lesson taught him by his father, whose farm was noted for its large yield of high grade wheat. After they had plowed a field lengthwise and then crosswise, his father ordered him to drive into it again. The boy said, "Why, father, we have plowed it two ways, isn't that enough?" "Yes, my boy, it is enough, so we will plow it again diagonally." This lesson in thoroughness—this doing more than merely enough—applies with wonderful force to advertising, and it is the extra plowing across the public mind that often brings the largest crop of orders.—*Mahin Messenger*.

The Philip Smith Co. has just issued a handsomely illustrated catalog of warehouse and elevator machinery, giving dimensions and prices of its many special-

ties, a number of articles useful to the grain dealer having been added to the company's line. The catalog describes the Ohio Corn Sheller, Ohio Revolving Screen Corn Cleaner, improved overhead dump, chain drag feeder, Marquis Ear Corn Feeder, passenger lift, cast iron boots, wood and wrought iron boots, spiral steel conveyors, turn heads, hopper bottoms, flexible car loading spouts, elevator buckets, friction clutches, shafting, hangers, sprocket wheels and link belting, belting, split pulleys, and sheaves for manila rope transmission. The catalog is 8x10 inches and contains 84 pages of enameled paper, with an index.

Shortage Claim Allowed.

Caswell E. Rose,
Nashville, Tenn.

The J. T. Stark Grain Company,
Plano, Texas.

We, the undersigned members of the Arbitration Committee of the Grain Dealers National Ass'n, beg leave to submit the following decision upon the case of Caswell E. Rose, of Nashville, Tenn., vs. The J. T. Stark Grain Co. of Plano, Tex.

From the information submitted to this Committee it would seem the chief contention between these parties is one of discrepancy in weights. The defendant said that the plaintiff (10) cars of oats at a given price, delivered Memphis, but to be billed to Nashville. There was nothing specified in the trade as to where the oats were to be weighed, but this matter is not material for the reason there is practically no difference in the weights except on two (2) cars. Out of the ten cars shipped it appears six of them overrun the shipper's weights at destination, while the remaining four fell short as follows:

1 car	20 lbs. short
1 car	215 lbs. short
1 car	1,275 lbs. short
1 car	12,060 lbs. short

You will see therefore that there is really contention on but two of these cars, as the other differences were so slight it could easily be variation in scales. The records also disclose that the other cars over-run from 15 lbs. to 515 lbs. on each car. Thus it will be seen on eight of the cars the scales were weighing very closely, and it looks like any great departure from this uniformity would be an error in weighing.

We find most of the trouble arises on car No. 21838, which shows a difference of 12,060 lbs. The plaintiff, however, substantiates his weights in this matter by sworn certificates from his weighmaster, also from himself and one other party. Each of these parties makes affidavit to the fact that this car contained but 27,680 lbs., whereas the shippers invoice called for 39,740 lbs. In addition to these affidavits concerning the weight they aver that the car contained but 133 bags of oats, which being reduced would give an average of a little over 141 lbs. to the bag.

We also find further affidavits from the plaintiff, and from his weighmaster, stating before this car was unloaded their attention was called, to the apparent shortage and they were therefore very careful regarding the weights.

It is also disclosed from the evidence furnished that the sacks in the other cars were all found to average about the same amount in each sack as was found to be in the car which fell so short. This would show to the Committee that the error must have been made at the point of origin, as it does not seem possible that two men could make a mistake in counting 133 sacks, consequently plaintiff's weights must be correct.

In view of the facts as furnished to us we have concluded that the plaintiff is entitled to the amount claimed, and therefore render a judgment in his favor of \$52.27, and in addition thereto the cost of arbitration is to be borne by the defendant.

Respectfully submitted,

C. B. Jenkins,

Adolph Gerstenberg,

Warren T. McCray.

Arbitration Committee of the Grain Dealers National Ass'n.

Methyl alcohol, known commonly as wood alcohol, and the best denaturant for alcohol, is a most deleterious poison. After long exposure to wood alcohol fumes the victim is stricken blind.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

EDWARD GUDEMAN, Ph. D.

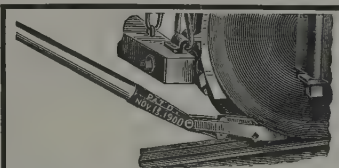
CONSULTING CHEMIST

Legal and Technical Expert

Special Attention Given to Food Products

Postal Telegraph Bldg., CHICAGO, ILL.

Correspondence Solicited.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

BEALL ROTATING CORN CLEANERS

Clean corn thoroughly. Do not shake.

Do not waste grain. Large screens.

To see one means you will order one.

The BEALL IMPROVEMENTS CO.
DECATUR, ILL.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

Grain Carriers

The Illinois Central Railroad is preparing a separate book of terminal charges.

The Welland Canal was opened Sundays for the first time this season on Oct. 7.

Pres. Roosevelt and his advisers have decided, it is said, to build the Panama Canal by contract.

The car distributing and accounting officers on most lines never know where to find one-fourth of their equipment, thus making worse the car shortage.

Tracklaying has commenced on the extension of the Chicago & Northwestern Ry., from Bonesteel to Gregory, S. D., 26 miles. The line is to be completed by Dec. 1.

Grain shippers at Fort William and Duluth are chartering all the boats obtainable, and have taken room for millions of bus. at 3 cents to Buffalo, and 4½¢ to include winter storage.

The Erie Railroad on Oct. 16 ordered the building of three locomotives that will be the largest built. Each will have 16 driving wheels and pull 225 loaded freight cars on a level track.

On most railroads a large part of the car distribution is done by the chief dispatchers whose other duties are too numerous to mention, and they generally neglect the distribution of cars.

The new branch of the Soo Road running westerly from Drake, N. D., 83 miles to Plaza, is nearing completion. Towns on the line are Dogden, Ruso, Max, Douglas, Ryder, Bye and Plaza.

The shortage of cars at some points in the corn belt is said by few shippers to be due to a desire of the railroads not to load new corn, which last season gave rise to heavy damage claims thru heating in transit.

Daily steamers from St. Louis and Kansas City will be put on the river next spring by the recently organized Missouri River Navigation Co. Freight rates have been established at a little over half the rail rate, including insurance.

All records for big cargoes were broken Oct. 13 by the steamer James Laughlin which loaded 378,000 bus. of wheat at Duluth. The cargo was put aboard by Great Northern Elevator A. In 160 minutes 208,000 bus. were loaded, an average of 1,300 bus. a minute.

Car service experts of the central and western traffic ass'ns met recently at Chicago to devise a plan for relieving the traffic congestion to be submitted to the American Railway Ass'n. It was recommended that the per diem rate be doubled for the use of cars of other roads.

After the meeting of the principal traffic managers with the Interstate Commerce Commission at Washington Oct. 8 it was decided to hold another conference soon to discuss uniformity in the publication of freight tariffs. The Washington hearing continued three days and showed a disposition by the railroad officials to make trouble for the Commission.

If the various car building companies could have delivered the equipment ordered at the agreed time there would be

little trouble. Our lines alone have 12,000 freight cars ordered and undelivered, which should have gone into service Oct. 1. These conditions are duplicated elsewhere, and if the builders could have delivered the cars on time there would have been no shortage now.—G. J. Grammer, vice pres. New York Central Lines.

Construction of the Hennepin Canal, which has proceeded slowly for several years past, and this year threatened to stop, will be resumed as the result of a visit of merchants of Davenport, Rock Island and Moline to Washington to urge the Rivers and Harbors Committee and the secretary of war to complete the waterway, across the northern part of Illinois. The canal is expected to be in use by the fall of 1908.

A radical change in the methods of making rates will have to be made Jan. 1, under a ruling of the Interstate Commerce Commission in its latest bulletin, providing that "where a joint rate is in effect by a given route which is higher than the sum of the locals between the same points, by the same or another route, such higher joint rate may, until Dec. 31, 1906, be changed by reducing the same to the sum of the locals," upon one day's notice.

The true reason for the annual car shortage is shown, by the last annual report of the Interstate Commerce Commission, to be due to failure to provide equipment proportionate to the growth in traffic. The report of the Commission shows that on June 30 the railroads had in service only a little more than 2 per cent more cars than on the corresponding date of 1904, while the traffic of the last year showed an increase of 7 per cent in the number of tons carried one mile. The additional cars and locomotives were barely sufficient to equip the 4,196 miles of new road built.

The artificial congestion created at Buffalo by the railroads was so successful in retaining traffic for them last winter that the lines are repeating the maneuver this fall. The railroad situation at Buffalo now is described to be the worst in the history of the grain trade. All lines leading from Buffalo to New York are refusing to contract grain at current tariff to be forwarded to the seaboard. Payment of demurrage to ocean ships and penalties on defaulted contracts to European buyers will total heavy losses to grain shippers who relied upon the railroads to give the service for which they were granted right of way.

The convention of the Upper Mississippi River Improvement Ass'n at Minneapolis, Minn., Oct. 9 and 10 was well attended. Among the speakers were Congressman James T. Lloyd of Missouri, James McKinney of Illinois, former governors Van Sant and Ives and Senator W. D. Washburn. Pres. Thos. Wilkinson read a report outlining what had been accomplished by the Ass'n since its organization. Its purpose now is to obtain from congress appropriations to canalize the upper Mississippi River from St. Anthony Falls to the mouth of the Missouri River so that a minimum depth of 6 feet thruout the year will be available. The Ass'n reelected its old officers. The convention will be held next year at Moline, Ill.

There are now so many chances for those guilty of false billing to be caught that the hazard is deemed by them too great. If their wrongful billing escapes the attention of our inspectors, it is still likely to crop out before the Interstate

Commerce Commission, which has a method of checking over railroad shipments and is likely to discern any such irregularities. The punishment prescribed for underbilling includes service in the penitentiary, and shippers who are inclined to be crooked are not going to take chances. Perhaps the largest share of wrong billing is innocently done, but shippers are being so forcefully apprised of such mistakes that they are likely to learn better when once they are caught. Superintendent Becker of the Western Ry. Inspection Bureau & Weighing Ass'n.

The U. S. Dept. of Justice last week commanded the representatives of the Great Northern, the Minneapolis & St. Louis and Wisconsin Central roads to appear before the federal grand jury at St. Paul with their books and records. As Special Agents Marchand and McKenzie recently have been looking into grain rebates at St. Paul and Minneapolis it is presumed that the offending roads will be indicted for giving rebates. If found guilty the penalty will be no light one, if the court follows the eastern judge who recently imposed the heaviest possible fine on the New York Central for a similar crime. Small fines that transfer a few thousand dollars of their stolen money to the government are considered by the corporation thieves merely a tax for the privilege of robbing shippers. Fines exceeding \$100,000, however, are likely to lead stockholders to call their managers to account.

A rate of 5¢ per 100 lbs. on grain from East St. Louis to Toledo was made some time ago by the Clover Leaf. The rate from Toledo to New York is 10¢. This gives a sum of the locals 1¢ less than the 16¢ thru rate made by the Big Four and other roads. The Michigan Central and the Lake Shore took the position that the 15¢ rate was too low and refused to concur in that joint rate, and also refused to receive cars of grain tendered by the Clover Leaf at Toledo to be carried forward at the local rate. Commissioner Knapp said it was his belief that while a road had a right to refuse, until the Commission had ordered it to do so, to be a partner to a particular joint rate even when it received as its division the full local, yet it could not refuse to receive goods tendered it by another road to be carried forward on the local rate. However, he thought it a matter for the courts rather than for the Commission.

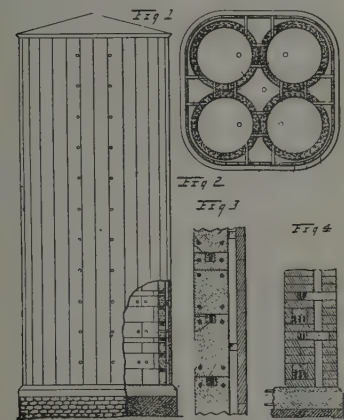
Heavy fines for granting rebates on sugar shipments were imposed on the New York Central & Hudson River R. R. by the federal court at New York Oct. 19. The corporation was fined \$114,000 and its traffic manager, \$6,000. The road gave Edgar & Son of Detroit a rebate of 5¢ per 100 lbs. on shipments from New York to Detroit. In imposing the fines Judge Holt of the U. S. Circuit Court said: Such violation of law, in its essential nature, is much more heinous than ordinary, common, vulgar crimes which come before the criminal courts constantly for punishment and which arise from sudden passion or temptation. The crime in this case was committed by men of education and large business experience whose standing in the community is such they might have been expected to set an example of obedience to the law, upon the maintenance of which alone in this country the security of their property depends. It was committed in behalf of a great railroad corporation, which, like other railroad corporations, has received gratuitously from the state large and val-

uable privileges for the public's convenience and its own, which performs quasi-public functions, which is charged with the highest obligation in the transaction of its business to treat all citizens in this country alike, and not carry on its business with unjust discrimination between different citizens or different classes of citizens.

Fireproof Bins with Double Wall.

A form of double wall construction for grain storage bins is illustrated in the engraving herewith, showing plan and elevation of a square building with rounded corners housing four cylindrical tanks.

The four tanks are separated from the outer wall by an air space, the purpose of which is to keep the grain dry by the circulation of the air. This division of the wall into two parts enables the builder to choose for the outer wall a material that will resist fire as well as the weath-



Construction of Double Bin Wall.

er; while for the inner wall the chief need is strength to resist bursting pressure from within and the vertical weight.

On a foundation of brick, stone or cement concrete, is spread the damp-proof asphalt on which is the bin, composed of the outer wall of stone, brick or metal, covered with metal roof, and the inner wall of channeled bricks or blocks, the two walls being tied together by rods. Similar rods tie the four tanks one to another, as in Fig. 2.

Two kinds of bricks are used, as shown in Fig. 3, one being provided with channels adapted to register and form a circular channel in the wall, in which strengthening bars are embedded in cement and go entirely around the inner walls. Between every two rows of channeled bricks is laid a row of ordinary bricks.

Another form is shown in Fig. 4, the tie rods being replaced by plastic blocks, forming a portion of the inner wall as well as of the outer wall. When desired the base portion may be provided with the strengthening bars shown in Fig. 4. Letters patent on this method of construction have been granted to Geo. H. Warren and Samuel Fontaine.

Grain dealers often are the pioneer residents of a town, and none more so than J. L. Williams, who with the enterprise characteristic of the trade, has camped on the prairie in advance of the coming of the railroad to Ryder, N. D. He has no warehouse, but piles his grain on the ground. He is cheerfully awaiting the railroad and the telegraph.

Need of Accurate Crop Reports.

BY H. S. GRIMES.

The necessity of having accurate reports as to the condition of all cereals grown in this country is demonstrated more and more each day. The question, How will we be able to get accurate reports? has been agitated a long time without any definite results. It has been taken up by a great many different grain organizations and through these organizations to the United States Department of Agriculture. There has been quite a noticeable improvement in the gathering of statistics by the United States Department of Agriculture, but the wide difference shown by the Department and the different statisticians who are outside only demonstrates that there is a lack of accuracy.

It is very unusual for the United States Government to attempt to do something and make a failure of it as is the case at the present time in securing what is called "Government Crop Reports." By saying the Government makes a failure of this I do not mean it should be called an entire failure, but when the desired end is not fully accomplished (altho it may be partially so) it is surely termed a failure.

Up to the present time the Government has not been able to give us an accurate report of the condition of grain from the time it is planted and sown until it is harvested and gathered into the granaries. An accurate report is what the people want and what they should have, and as this Government is one which does everything almost perfect it should not be criticised in the manner it has been time and again by its failure to carry out what it is attempting in the way of crop reports.

The Department of Agriculture claims it is a lack of sufficient funds to employ more traveling statisticians. If such is the case the situation should be vividly called to the minds of those who are in a position to make the appropriation and make it sufficient beyond a doubt to carry on the gathering of such statistics as will enable us to get a correct report from the United States Department of Agriculture as to the condition of growing cereals and other farm products.

In the past two or three years the reports of the Government have been considered the most authentic reports we have had, altho it is claimed other statisticians who make it a private business are more accurate than the Government. This I do not believe for the reason I know the Government has advantages that are much more far reaching than the advantages of private statisticians.

It is far better not to have Government reports at all than to have them incorrect. If the lack of sufficient appropriation to carry on the work is the only reason why the reports can not be considered perfect by the United States Department of Agriculture, there should be no stone left unturned by the different grain organizations and other interested associations to interest their members of Congress in the matter to such an extent that they will be only too glad to make the appropriation sufficient for the purpose desired.

An appeal for the removal of duties on American corn has been made by Governor Ahumada of Jalisco, Mexico, and Pres. Diaz is expected to issue a decree soon, suspending the duty after Jan. 1, until several million bus. of both wheat and corn have been imported.

Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,

Manufacturing Chemist Penn Yan, N. Y.

F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

F. R. MORRIS

Chamber Commerce, Milwaukee, Wis.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

Inquiry Into Leases of Railroad Elevators.

The first hearing by the Interstate Commerce Commission pursuant to the resolution by Congress directing an investigation into the relations between railroad companies and the firms operating terminal elevators was held at Chicago, Oct. 15, 16 and 17. Much of the Commission's time was wasted by witnesses who persisted in discussing personal grievances not germane to the inquiry.

"We will get down to the main facts when we get down to Kansas City. There is where it looks as tho we were going to uncover the real big story," said Commissioner Clark. Omaha, St. Louis, Des Moines and St. Paul are on the list of cities to be visited in the quest.

At Chicago Oct. 15 the witnesses were C. L. Aygarn of Pontiac, Ill., H. H. Carr, J. E. Brennan, E. G. Dunn, W. M. Stickney, J. Rosenbaum, J. A. McCreery of Mason City, Ill., John Ross of Easton, Ill., James Bergfield, J. C. Shaffer and J. J. Stream of Chicago.

Mr. Aygarn said he had lost several thousand dollars thru the failure of the Illinois Central Railroad to furnish him cars for the shipment of grain.

H. H. Carr whose stock argument has been that all other dealers are dishonest and always shortweight and misgrade the farmers grain started on a long tirade against Pres. Roosevelt and all other constituted authorities, and was shut off by Commissioner Prouty, but not until Carr admitted that he had gotten the worst of it in his fight with the regular dealers. Carr also admitted his connection with a scoop-shoveler of Nebraska, Robert Watke, who was accused of setting fire to and burning the elevators of his neighbors.

Brennan and Dunn said the establishment of farmers elevators had raised the price of grain 3 to 6 cents a bu. but did not attempt to prove it.

W. M. Stickney told how his firm had been divorced from a profitable receiving business thru the vigilance of Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n. He harked back to 1902 for an instance where members of the Illinois Grain Dealers Ass'n stopped dealing with his firm because it would not drop an irregular Indiana firm. Thru deprivation of the support of regular dealers Mr. Stickney's firm had to rely on farmer shipments for separate maintenance.

J. Rosenbaum testified that the Chicago, Rock Island & Pacific Railroad gave his company the use of two elevators at Chicago rent free. Mr. Rosenbaum said the farmers were in a trust, many of their elevator companies having a clause in the by-laws providing a penalty on members who sell grain to regular dealers.

Mr. McCreery said it was difficult for a farmers elevator company to find a market for its grain. Ross said the same.

Mr. Bergfield said railroads refused to give farmers and independent dealers proper transportation facilities.

Mr. Shaffer related how he had acquired the three elevators of the Counselman estate at South Chicago for \$700,000 and sold them to the Rock Island Road for \$1,000,000, the road leasing the houses back to Shaffer's South Chicago Elevator Co. rent free until the bonded indebtedness is paid. But the Rock Island requires Mr. Shaffer to ship 5,000,000 bus. of grain over its lines each year, under a penalty of 1 cent per bu. for the shortage. The railroad company agreed to pay the taxes, insurance and all exterior repairs.

J. J. Stream was questioned on the practice of public warehousemen at Chicago in exchanging storage certificates to earn the charges on grain owned by them in other elevators.

On the second day Lee Kincaid, pres. of the Illinois Farmers Elevator Ass'n, admitted that a number of the farmers elevator companies have the unlawful penalty clause, and that this monopolistic rule had been enforced in at least two instances of which he had knowledge.

B. L. Winchell testified that he considered the South Chicago elevators worth \$1,000,000, and that he did not know Mr. Shaffer paid \$300,000 less for the houses.

James Pettit recited the methods adopted by the operators of public warehouses to get grain into their houses on which to collect storage charges. Six elevator companies agreed not to draw grain out of another's house. Mr. Pettit testified that each party to the agreement paid into a pool three-fifths of a cent a bushel for all grain stored in public elevators. These payments were made to W. S. Seaverns, who, acting as custodian of the fund, prorated a certain portion among the parties to the agreement at the end of each week. The purpose of maintaining the pool was to prevent operators from drawing grain from other warehouses for storage in their own elevators. The penalty attached to an infraction of the provisions of the agreement, he said, was forfeiture of the privilege of participating in the earnings of the pool. The agreement was abrogated two years ago the first of this month, but was started again the first of last May and continued for perhaps sixty days. The parties to the rejuvenated agreement were Bartlett, Frazier & Carrington, J. C. Shaffer & Co., the J. Rosenbaum Grain Co. and the Armour Grain Co.

George Marcy, pres. of the Armour Grain Co., said he had left the pool 60 days ago, and considered it unnecessary.

Secretary James of the Armour Elevator Co. and Armour Grain Co. testified that the Armour interests control, besides these two companies, the Neola Elevator Co., Milwaukee Elevator Co. and the Southwestern Elevator Co. He said the officers in all of these companies are practically the same.

Captain I. P. Rumsey, who has been in the grain trade fifty years, said he considered the Illinois, Iowa and Grain Dealers' National Ass'ns legitimate and necessary.

Sam Finney testified with regard to offers for grain made to him at a country station by two Chicago Board of Trade firms.

Several members of the Chicago Board of Trade were called to explain the method of fixing the price of grain to arrive on the cash grain call at the close of the market each day. Richard Gambrill alleged that the call holds the larger traders down to a certain price, regardless of the fact that they may have orders that warrant higher prices. If higher prices are paid by other markets it means that the trade goes through those cities. "As a consequence, the grain trade of Toledo, Baltimore, Minneapolis and New York is being increased at the expense of Chicago."

The call on the Chicago Board of Trade was again discussed in the third day's session, by W. H. Bartlett, who said "It is injurious to the man in the country who buys grain, because the rule fixes a price which we may not overbid. It is therefore a restriction in trade. A violation of the rule means expulsion from the

board for dishonorable conduct. That rule is detrimental to any man who bids in the country."

James Bradley also declared that the call was detrimental to the business of the Board of Trade.

H. D. Wetmore said the call permits the close of business at a proper hour in the afternoon and allows any man to buy all the corn and oats he wishes.

The last witness was W. S. Warren, a former president of the Chicago Board of Trade, who declared "freight discriminations have reduced the number of receivers and shippers of grain in Chicago 15 per cent in the last twenty years. This reduction is due to the concentration of the business into the hands of a few and favors granted by the railroads through certain buyers. Another reason is that public elevator men deal in grain, having an advantage of three-fourths of a cent a bushel in bidding against the man who does not own an elevator. I think public elevator men in Chicago are evading the law and not faithful to their trust."

Leaking Cars at Cincinnati.

W. McCallister, chief weigher of the Cincinnati Chamber of Commerce Weighing Bureau, has compiled some interesting figures showing the leakage of cars arriving at that market during August, September and a portion of October of the current year, and the defects in cars which caused it.

	Aug.	Sept.	19 Das.
Leaking through grain door.....	183	38	40
Over grain door	13	11	4
Through bottom grain door.....	104	52	30
End grain door	47	19	5
Slide window	7	14	4
Slide bar	32	12	6
End of car	126	45	30
King bolt	6	6	5
Bulge in door	112	51	23
Draw bar	33	3	3
Bulged end	3	0	2
Slide of car	16	10	5
Leaking roof	6	2	3
Door open	6	6	6
Door post bulged out	4	1	0
No door	1	2	0
Through floor	20	6	2
Slide lining	2
Total leakages	723	338	169

Copies of this report were circulated among dealers, requesting that they be forwarded to their shippers, in the hope that more precaution would be observed in the future cooping of cars, which may account for the decrease of 50% in the number of defective cars for September. Nevertheless, it will be noticed that the figures for October thus far seem to be keeping pace with those of the preceding month.

According to Mr. McCallister, railroads entering Cincinnati are taking a lively interest in this statement. They are sending copies of the circular to their master mechanics, urging them to see that every effort is made to reduce the loss as much as possible. Mr. McCallister will not issue another statement until the railroads and shippers have been given an opportunity to remedy the evil.

The peanut crop of the United States now amounts to 11,000,000 bus. annually, and the total sales to \$8,000,000 to \$10,000,000.

The oldest linseed oil mill in the United States is said to be that of Kellogg & Miller at Amsterdam, N. Y., which was established in 1824.

The opening of 505,000 acres of the Kiowa, Comanche and Apache Reservations in Oklahoma has been announced, at a date to be set by the Interior Dept.

Pointers for the Man in the Elevator.

BY A. L. D.

A broom kept in a handy place is a good thing with which to keep the dirt out of elevators.

Good oil poured into journal boxes frequently will prevent them from getting hot.

Iron rods, horse shoes, etc., if run thru a sheller, are liable to break it.

Sparks blown into open windows may set fire to the elevator.

Machinery that has run for two or three years without proper attention has been found on some occasions to be out of order.

Insurance companies sometimes get mad when an elevator burns down thru the carelessness of an employee.

Water barrels not refilled occasionally will get empty. This is due to evaporation. Keep them filled.

Pouring gasoline on the water jacket of a gasoline engine and burning it may heat the jacket, but one man who tried the operation said it produced enuf heat to burn the elevator.

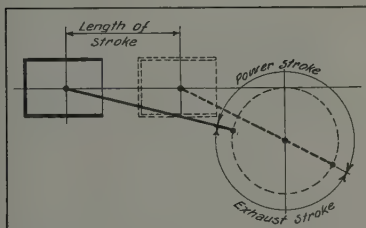
It has been said that a man ran an elevator all day, and on making an examination of the machinery before shutting down he found a hot box. We do not vouch for this, altho it seems truly possible.

Doctors claim that smoking in a grain elevator is bad for the nerves. This claim is endorsed by all reputable insurance companies. Do not crowd your nerves.

Repeated choke-ups indicate that there is something wrong with the boot of the elevator.

Crank Mechanism for Gasoline Engines.

Gas engines usually are constructed with the crank-shaft on the center line of the cylinder, thus making the power stroke and exhaust stroke both equal, the angle of each being 180 degrees. A de-



Motion Diagram of Crank Mechanism.

sign in which the power stroke is made considerably longer is shown in the engraving herewith, for which we are indebted to *Popular Mechanics*.

By placing the crank-shaft off center, as shown, the power stroke is made to continue over a longer arc of the circle. The period of time allowed for the drawing in of a fresh charge of vapor also is lengthened, and the following compression stroke is quickened.

With a steam engine the placing of the shaft off center would increase the friction of the cross-head; but since the force of gasoline engines always is exerted in one direction only, the greatest friction will come when the connecting rod is almost in a straight line with the piston and crank pin, and thus reduce the wear on the inside of the cylinder.

Forecasting Weather Months Ahead.

The Astrophysical Observatory of the United States government is developing methods of forecasting weather a whole season ahead, of predicting the probability of spring being cold or warm, hot or dry.

Delicate instruments daily measure the sun's radiation of heat, which is found to increase or decrease suddenly and considerably, sometimes a week or more before the difference is felt in our climate. After it occurs the new state of weather is found to remain for several months. These variations are found to occur only two or three times each year. If the sun's radiations fall off 10 per cent it is safe to predict a cool autumn.

The observations indicate that our cool seasons are due to a hazy atmosphere of the sun, screening it, and to the holes in the sun known as "spots."

An electric thermometer which will register a millionth of a degree of change in the sun's radiation is the most important instrument used in the work of long range forecasting. The "bolometer" reflects a beam of heat thru a dark room, where the record is burned on a photographic plate.

Scientists of the observatory hope that in a year or two their long range forecasts will be reduced to system, after which they will take up the prediction of each season's crops.

Imports and Exports of Hay.

Imports of hay for the 8 months prior to Sept. 1 have been 53,900 tons; against 22,242 tons for the corresponding months of 1904-5.

Exports of hay for the 8 months prior to Sept. 1 have been 46,950 tons, compared with 45,665 tons for the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Glucose, Corn Oil and Oil Cake.

Glucose amounting to 131,457,000 lbs. was exported during the 8 months prior to Sept. 1; against 125,929,000 lbs. during the corresponding months of 1904-5.

Corn oil amounting to 2,697,700 galls. was exported during the 8 months prior to Sept. 1; against 2,260,352 galls. for the corresponding period of 1904-5.

Corn oil cake amounting to 35,366,000 lbs. was exported from the United States during the 8 months prior to Sept. 1; compared with 24,204,380 lbs. during the corresponding period of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 332,056 bus. was exported during the 8 months prior to Sept. 1, against 145,334 bus. during the corresponding period of 1904-5.

Broom corn valued at \$141,610 was exported during the 8 months prior to Sept. 1; against \$132,036 worth during the corresponding period of 1904-5.

Malt amounting to 538,900 bus. was exported during the 8 months prior to Sept. 1; compared with 356,400 bus. during the corresponding period of 1904-5.

Linseed oil cake amounting to 532,060,400 lbs. was exported during the 8 months; compared with 335,861,000 lbs. exported during the corresponding 8 months prior to Sept. 1, 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

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Try Us!
SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.

BEALL
ROTATING
CORN
CLEANERS

Are easily the most satisfactory
cleaners in use anywhere.

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The best Coal for Dealers
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Genuine Plymouth
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Silver Leaf Hocking
Smokeless, "any size"

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Coal Co.

MAIN OFFICE
DETROIT, MICHIGAN

Supreme Court Decisions

Arbitration Final.—Where a dispute is submitted to arbitration by a rule of court made in an action, the award of its own force amounts to a judgment terminating the proceeding.—*Nay v. Boston & W. S. Ry. Co.* Supreme Judicial Court of Massachusetts. 78 N. E. 547.

Contract of Shipment.—Evidence of the officers of an initial carrier to the fixing of rates for a thru shipment, after a conference with the agent of the final carrier, does not tend to vary the terms of the written contract of shipment.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co.* Court of Civil Appeals of Texas. 90 S. W. 189.

Thresher's Lien.—Where the plaintiff acquired a lien upon part only of a large quantity of grain, consisting of wheat, oats, and barley, for threshing same, and seeks a foreclosure of such lien by action, the complaint must show the kind and quantity of grain upon which the lien exists.—*Gorthy v. Jarvis.* Supreme Court of North Dakota. 108 N. W. 39.

Allowing Inspection.—One who sells a car of corn does not waive his right to damages for wrongful rejection by his giving the purchaser, after the arrival of the car, the right to inspect the corn; he having refused to accept unless this was granted.—*Arkansas & Texas Grain Co. v. Young & Fresch Grain Co.* Supreme Court of Arkansas. 96 S. W. 142.

Resale on Rejection.—There is no waiver of plaintiff's right to damages for defendant's wrongful rejection of a car of corn bought by it from the fact that plaintiff's agent, sent to resell the corn when it was rejected, resold it to defendant; its offer being the best made.—*Arkansas & Texas Grain Co. v. Young & Fresch Grain Co.* Supreme Court of Arkansas. 96 S. W. 142.

Bank Lien on Consignment.—An owner of goods agreed to give a bank a lien on the same for advances made. The goods at the time were in the hands of a commission merchant. Held, that such lien was enforceable as against the general creditors of the owner or his assignee for the benefit of the creditors.—*Smith v. Equitable Trust Co.* Supreme Court of Pennsylvania. 64 Atl. 594.

Collection of Draft.—Where an agent accepts a draft for collection and transmits it to another for collection, with authority to collect and place the proceeds to his credit, he makes such person his agent, and for loss, if any, such subagent is liable to the agent, and not to the principal.—*Landva v. Traders Bank of Kansas City.* Kansas City Court of Appeals, Missouri. 94 S. W. 770.

Title in Buyer on Shipment.—Where, by a course of business between buyer and seller, the conduct of the latter indicated an intention to pass title to grain shipped on delivery of the grain to the carrier, the title vested in the buyer as of the date of shipment, as provided by Civ. Code, Secs. 1140, 1141.—*Grange Co. v. Farmers Union & Milling Co.* Court of Appeal, Third District, California. 86 Pac. 614.

Market Price.—In an action in which defendant claimed damages for breach of a contract by which plaintiff agreed to sell rice, after milling it, to the best advantage, testimony of the defendant as to what the rice would have netted him, if it had been milled and sold at the proper time, was inadmissible as a conclusion.—*El Campo Rice Milling Co. v. Montgomery.* Court of Civil Appeals of Texas. 95 S. W. 1102.

Damage to a cargo of wheat, thru the sinking of a canal boat in a dock, held not to have resulted from unseaworthiness, but to have been due to the pushing of the boat by her towing tug into the slip, while it was filled with ice, which was done at the request of the master of the boat, and

for which both tug and tow were chargeable with negligence.—*Bradley v. Lehigh Valley R. Co.* District Court, S. D. New York. 145 Fed. 569.

A commission merchant sued to enforce his rights, as pledgee of consigned goods, against persons claiming the goods as their own as against the consignor, and recovered judgment. Held, that he could not take from the balance in his hands, after the debt for which the goods had been pledged was paid, counsel fees and expenses incurred by him in the litigation.—*Smith v. Equitable Trust Co.* Supreme Court of Pennsylvania. 64 Atl. 591.

The Robins patent, No. 571,604, for a belt conveyor, claims 5 and 6 of which cover treading idlers for supporting such grain conveyor belts, were not anticipated, and, in view of the superior utility of the device over those in prior use and its immediate commercial success, must be held to disclose patentable invention. Also held infringed.—*Robins Conveying Belt Co. v. American Road Machine Co.* Circuit Court of Appeals, Third Circuit. 145 Fed. 923.

Implied Warranty of Quality.—Where defendants wrote that they had booked plaintiff's order for a carload of corn, the corn to be loaded and sent to destination as promptly as railroad facilities would permit, the contract was an executory one, and there was an implied warranty on defendant's part that the corn would be sound and merchantable on arrival at the place of delivery.—*Atkins Bros. v. Landa.* Kansas City Court of Appeals, Missouri. 95 S. W. 949.

Stoppage of Sale in Transit.—Where goods were in the hands of a warehouseman, awaiting the buyer's order for forwarding, at the time the buyer became insolvent, and he requested the seller to take back the goods, and authorized him to demand a return from the warehouseman, and he did so, it did not amount to a claim of possession by reason of a rescission of the contract of sale, rather than under the right of stoppage in transit.—*Frame v. Oregon L. Co.* Supreme Court of Oregon. 86 Pac. 790.

Note Given in Speculation Valid.—A bank in good faith advanced money to plaintiff and defendant, who used the same in joint speculations on the rise and fall of the future market value of a commodity. Plaintiff assumed the debt to the bank, and defendant gave his note to plaintiff for his share of the indebtedness. Held, that the note was not vitiated by the illegality of the gambling transaction, but was supported by an independent valuable consideration.—*Stewart v. Hutchinson.* St. Louis Court of Appeals, Missouri. 96 S. W. 253.

Pledge of Hops by Factor.—Where a factor pledged certain hops which were in his possession for sale on commission, the owner of the hops was entitled to redeem the property at any time before sale by the pledgee, whether the advancements to the factor were made as authorized by Factor Law, Heydecker's Gen. Laws, p. 4792, c. 34, Sec. 3, or whether the pledgee only had a lien on the hops for cartage, storage, etc., as authorized by Lien Law, Laws 1897, p. 533, c. 418, Sec. 73.—*Ecken v. Kingsbury.* Supreme Court of New York, Appellate Division. 100 N. Y. Supp. 323.

Priority in Proceeds.—Where pledgees mix the proceeds of wool belonging to one company with the proceeds of that of another company on which a bank had a claim, so that it was impossible to identify any specific part of the money in their hands as having been derived from the sale of either portion of the wool and the funds resulting from these mingled assets is insufficient to pay both claims in full, they were properly required to abate in proportion to the amount of their respective claims.—*Smith v. J. B. Moors & Co.* Supreme Court of Pennsylvania. 64 Atl. 593.

An assignment of commissions or profits to be derived from certain charter parties was not invalid because no particular amount was specified; the amount due thereunder being ascertainable in the method provided by Civ. Code, Sec. 1810 et seq. A pre-existing debt is alone a sufficient consideration for an assignment of moneys which might become due to the

assignor as commissions or profits from certain charters of vessels for the shipment of grain to foreign countries.—*Bank of Yolo v. Woodland Bank.* Court of Appeal, Third District of California. 86 Pac. 820.

Liability of Connecting Carriers.—When there are several connecting railroads of different companies, and the goods are intended to be transported over more than one, each company is responsible to its own terminus before delivery to the connecting railroad, and the last company which received the goods as "in good order" is responsible to the consignee for any damage, open or concealed, done to the goods, and the companies must settle among themselves the question of ultimate liability.—*Southern Ry. Co. v. Waters & Co.* Supreme Court of Georgia. 54 S. E. 620.

Implied Warranty of Grade.—In an action by a vendee for breach of an executory contract to deliver a carload of corn, plaintiff was entitled to an instruction that there was an implied warranty by defendant that the corn would be delivered in a reasonably fit condition for the purposes for which it is ordinarily used, and that it would be merchantable, and a change in the instruction that it would be in a reasonably fit condition for some purpose, etc., and a substitution of the word "or" for "and," so that the instruction read "or that it would be merchantable," was improper.—*Atkins Bros. v. Landa.* Kansas City Court of Appeals, Missouri. 95 S. W. 949.

Profit of Grain Charter.—Where E. agreed with the charterer of certain vessels for the shipment of grain to finance the adventure, after which the charterer executed to defendant bank for a pre-existing debt an order directing E. to pay to the bank all profits, commissions, etc., which should become due to the charterer under such contract, a party furnishing grain for the loading of the vessels, and who, on receiving nearly the whole market value thereof from E., delivered to him every indicia of ownership and right to possession, had neither a legal nor an equitable lien on the proceeds of the sale of the grain, nor on the amount of commissions or profits due the charterer.—*Bank of Yolo v. Bank of Woodland.* Court of Appeal, Third District, California. 86 Pac. 820.

Stoppage in Transit.—Civ. Code, Sec. 3078, declares that the transit of property is at an end when it comes into the possession of the consignee, or its agent, unless the agent is employed merely to forward the property, and section 8080 declares that stoppage in transit can be effected only by notice to the carrier or depositary of the property, or by taking actual possession thereof. Plaintiff sold certain grain to C. & Co., which was shipped according to their directions to defendant. A draft on C. & Co. was returned dishonored on September 15th and they became bankrupts on the 16th. Plaintiff obtained the shipping receipts on the next day, and notified the railroad agent not to deliver the grain to defendant, but was informed that it had already been delivered, whereupon notice was given to defendant, not that the grain should not be forwarded to C. & Co., but that plaintiff held the shipping receipts and demanded warehouse receipts; defendant having stored the grain for C. & Co. Held, that defendant was not a mere forwarding agent, and that there was no effective stoppage in transit.—*Grange Co. v. Farmers Union & Milling Co.* Court of Appeals, Third District, California. 86 Pac. 614.

Boys whose parents cannot afford to give them an agricultural education are the beneficiaries of an annual donation of \$5,000, which it has been recently announced J. Ogden Armour will give the International Live Stock Exposition at Chicago to provide 20 scholarships at agricultural colleges. These scholarships are to be competed for by the state agricultural colleges at the exposition.

Elev. on I. C. Ry. at Colfax, Fletcher, Parnell, Fullerton.
Elev. on L. E. & W. at Holder.

J. E. HAWTHORNE GRAIN DEALER

Bloomington, Ill., Aug. 11, 1906.

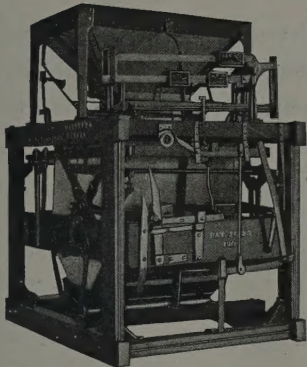
To whom it may concern.

About 3 years ago we installed a McLeod Bros. Automatic Scale in our elevator at Fletcher, Ill., we found it very satisfactory, and were so well pleased with the results that last fall we put another scale of the same make in our house at Colfax, Ill., also at Parnell, Ill., and this spring one at Fullerton, Ill.

We find that with the same care that a hopper scale requires we get very satisfactory weights, and the railroad pays our claims for loss of grain in transit as readily as they do over our hopper scales, and in fact have never questioned the authenticity of same.

Yours,

J. E. HAWTHORNE.



Price is Reasonable
Sold on Approval
Write for Particulars

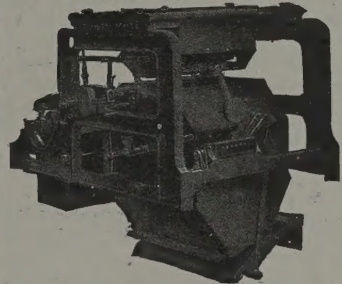
McLeod Automatic Scale Co., Peru, Ill.

You Can Tell Your Own Fortune
if you have

Richardson Automatic Scales

for they bring PROSPERITY
with them

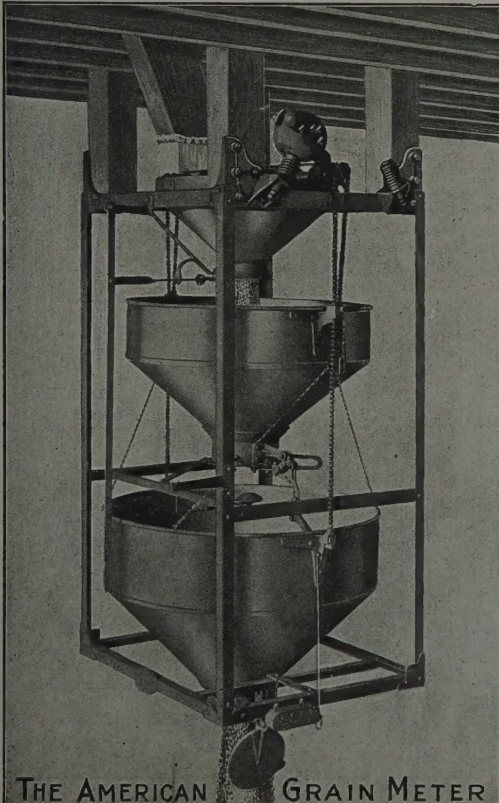
Save Labor and Material
Send for PROOF!



Think how this would look
at the head of your mill.
It WORKS better than
it looks.

Richardson Scale Company

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122 Monroe Street, CHICAGO
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THE AMERICAN GRAIN METER

Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, }
Champaign Co., } ss

AMERICAN GRAIN METER

VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlus, at Bowlusville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
Notary Public for S. P. Payne & Watson, O.
J. L. Bowlus

Signed and sworn to before me this 16th day of June, 1906

M. M. Rock

Justice of the Peace

In and for Champaign Co., O.

AMERICAN GRAIN METER

ACCURATE
RELIABLE
PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

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J. R. Detweiler, . . . Chicago
Robert Craig, . . . Minneapolis
Wm. Robinson, . . . Des Moines
Thos. McFeely, . . . Philadelphia, Pa.

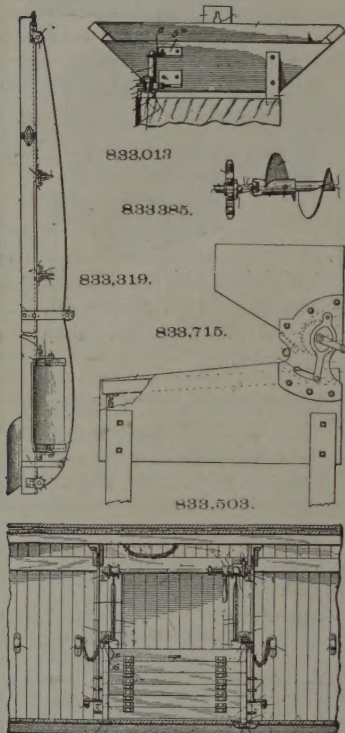
The Howe Scale Co. of Illinois, Cleveland, Ohio

Patents Granted

Air Cooler for Motors. No. 832,803. Chas. H. McKay, Fitchburg, Mass.

Gas Engine Governor. No. 832,901. Jules Grouvell and Henri Arquembourg, Paris, France.

Muffler. No. 833,241. Herbert S. Pow-



ell, Clinton, N. Y., assignor to Powell Muffler & Timer Co., Utica, N. Y.

Gas Engine. No. 832,668. Rudolf Hartwig, Ruttenscheid, near Essen, Germany, assignor to Fried. Krupp Aktien-gesellschaft, Essen.

Conveyor. No. 833,319. (See cut.) John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa. A conveyor is adapted to run in a trough having bottom sections tiltable to discharge to either side or to be held in position to form part of the bottom.

Grain Door. No. 833,503. (See cut.) Tilghman E. Branson, Belle Plaine, Kan., assignor of 1-3 to Harry Hatfield and 1-3 to W. S. Foster, Belle Plaine. The door is composed of slats vertically movable and hinged together. The ends of the door rest in carriers raised by ropes wound on a horizontal bar.

Bag-Holder. No. 833,013. (See cut.) Josiah M. Welbourn, Edison, O., assignor of 1/2 to Ernest R. Powell, Edison. The sack-holder comprises a hopper equipped with a foot ended shaft having a fixed outstanding arm, a right-angled lever pivoted on the arm, the lever having an independently pivoted pawl, and a ratchet for the pawl.

Seed Corn Sorter. No. 833,715. (See cut.) Levi P. Graham, Decatur, Ill. Below the hopper is a spirally ribbed cylinder crosswise of the receiving end of the screen. The cylinder and an opposing surface form a butt-sorting slot, the endwise discharge of which is delivered clear of the screen. The cylinder rotates and the screen has a shaking motion.

Elevator Drive. No. 833,385. (See cut.) Stacy B. Hart, Peoria, Ill., assignor to Hart Grain Weigher Co., Peoria. In line with the screw of the conveyor is a sprocket carried by the boot of the elevator, the shafts of the sprocket and the conveyor being connected by a multiple universal joint. On the end of the conveyor shaft is a screw extension carrying a conveyor flight.

Books Received

RUSSIA'S WHEAT SURPLUS.—All of the conditions affecting Russian agriculture are exhaustively treated by I. M. Rubinow, economic expert of the Dept. of Agri., in a pamphlet of 103 pages just issued. The author presents a mass of trustworthy data in a well written text, accompanied by many tables and four maps, so that the reader may form his own conclusions as to the future of wheat growing in the czar's realm.

The yield of wheat in Russia is the lowest of all important wheat growing countries, having varied in 23 years from 5 to 11 bus. per acre. After the emancipation of the peasants in 1861 the greatest share of the land remained in the hands of the large-estate holders, while three-fourths of the peasants received less than 16 acres per male person, or less than 40 acres per family. The noblemen's estates were so large that 924 families owned 74,000,000 acres of land. Since the emancipation era the peasants have been largely buying land from the noblemen, having acquired in this way over 50,000,000 acres; but notwithstanding this, the normal increase of population has been such that from 1861 to 1896 the average land holding of the peasants per family decreased 20 per cent.

This system of petty land holdings, combined with the ignorance of the peasants, has caused the survival of very primitive and inefficient agricultural methods. Thruout Russia the peasants get a much smaller yield than the large-estate holders, and the difference is especially great for winter wheat, reaching 3 bus., or 25 per cent of the yield of the large estates; moreover, the difference is growing larger. In New Russia, for instance, the yield of spring wheat on peasant lands in four out of the last nine years fell below 5 bus. per acre.

The communal ownership of the peasants' lands, which exists in four-fifths of rural Russia, has also interfered materially with agricultural progress by the ever-present danger of redistribution and consequent lack of security of ownership.

Elaborate investigations have shown that because of the low yield the average cost per bushel of spring wheat in 1890-1903 was 36 cents in Middle Volga, 39 cents in Lower Volga, and 48 cents in New Russia, not including land rent. With the rent added, the cost of production of wheat rises to 55 to 80 cents per bu. The future of wheat production in Russia depends largely upon economic conditions and the educational progress of the Russian peasants.—Bulletin No. 42, Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

How Much Do You Lose

thru errors in computing the value or quantity of grain received or shipped?

By using Clark's Decimal Grain Values you will prevent these errors and avoid losses. In fact the use of these tables will frequently pay large dividends on the investment, besides saving the time and labor usually taken to make the erroneous calculations.

All you have to do is to determine the weight, then turn to the page giving values at the price agreed upon, and in the price column on the same line with the weight in the "pounds" column will be found the correct value.

So simple any child can use it. So helpful no grain dealer can afford to do without it.

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Assets \$1,800,000
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Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

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Six Months' Assessment in course of collection, over..... 25,000.00

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